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CIGARETTES CAN SERIOUSLY DAMAGE
YOUR HEALTH

CONTENTS

GRAND PRIX INTERNATIONAL No 93 - JUNE 1985
COVER PHOTOS: DPPI

PAGE 6

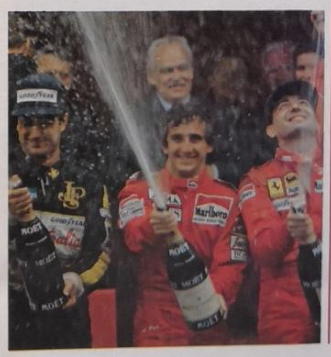
PADDOCKS

Ex-Ferrari driver René Arnoux explains the circumstances in which he was asked to leave the Commendatore's Maranello set-up. René's not going to retire from F1, Ferrari or no Ferrari. The passion's still burning strong.

PAGE 10

GRANDS PRIX

Thirty seven pages devoted to the Portuguese, San Marino and Monaco Grands Prix. The touts are having a hard time predicting this year's Championship Winner, much to the delight of F1 fans the world over. Three bites to the cherry in this month's issue of GPI.



PAGE 49

POWERBOATS

Zoe Trumper introduces F1 powerboat racing in this eight-page insert.

PAGE 58

FORMULA 3000

Off to a decidedly disappointing debut and snow at the Nürburgring didn't exactly help matters...

PAGE 64

ENDURANCE

Porsche ahead in the WEC. The first three championship rounds demonstrate that despite the German manufacturer's domination, the drivers are enjoying themselves.

PAGE 76

RALLYING

This year's edition of the demanding Tour de Corse sadly saw the tragic death of Attilio Bettega at the wheel of his Lancia. His team mates withdrew and victory went to Jean Ragnotti for the second time in his career.

PAGE 92

POST BAG

Your views and comments - readers write in!

PAGE 94

CLASSIFIED ADS

For sale or wanted.

You will find the GPI subscription form on page 94.

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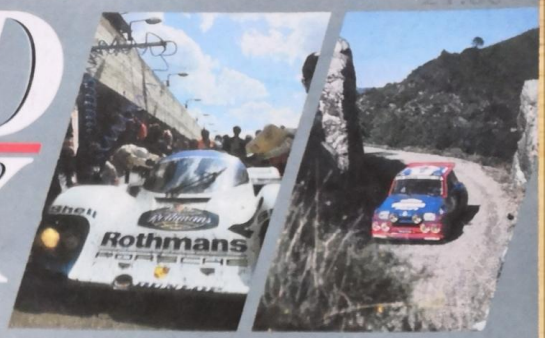
GRAND PRIX INTERNATIONAL



FORMULA ONE

Portugal, San Marino, Monaco

ENDURANCE

Mugello, Monza, Silverstone

RALLYING

Corsica

F.1. POWERBOATS 8 PAGES

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TOPICS

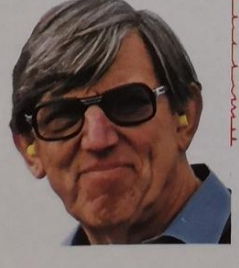
Anticipating the cancellation (yet to be announced) of the New York Grand Prix, F1 teams and fans are booking up hotels near Brands Hatch for the weekend of September 21/22. That is the date that Brands boss John Webb expects to be holding the European Grand Prix, which will be the last European F1 race of the season before the teams set off for Adelaide and Kyalami.

Determined to avoid a clash with a Grand Prix race, the Automobile Club de l'Ouest has rescheduled the 1986 Vingt Quatre Heures du Mans for the weekend of May 31/June 1. This year's Le Mans on June 15/16 will be spoiled by the absence of drivers like Patrese, Palmer, Boutsen and Winkelhock, all of whom will be racing in the Canadian GP.

Hard-trying F1 entrant John Macdonald was so crestfallen that his Skoal Bandit team had failed to qualify at Monaco that he was threatening to load up all three RAM-Harts into the truck and personally drive them off the end of the quay. "But only if my drivers are strapped in the cars first..."

Former Grand Prix rivals Stirling Moss (55) and Innes Ireland (54) have teamed up to race an almost standard Porsche 944 in the USA. Their first race, at Riverside, attracted a field of no fewer than 86 cars: the veterans finished "approximately 16th" (apparently the organisers' lap charts blew up).

Ken Tyrrell's first Renault turbo engine was delivered to him immediately after the San Marino GP. Starting with the French GP (July 7) there will only be a singleton Tyrrell-Renault available, with Brundle and Bellof taking it in turns to race.



LE MANS 24 HOURS 65 ENTRIES FOR 55 PLACES

A total of 65 entries have been registered for the 53rd edition of the world's most prestigious Endurance race, the Le Mans 24 Hours to be staged on the weekend of June 15/16. Competition during qualifying will be a tough affair as the drivers fight to qualify their team for one of the 55 slots available.

This is also round 4 of the WEC and all the familiar protagonists will be there, including three Porsche Rothmans 962s, three Martini Lancias, two Peugeot WMs, one Sauber Mercedes, one Cheetah Aston Martin, two Rondeau Cosworths, one Cougar Porsche, not forgetting a whole battalion of Porsches entered by various well-known teams such as Kremer, Joest, Lloyd and Brun Motorsport.

Three Gebhardts Fords, two Tigas, the Ecurie Ecosse Ford, an Alba Carma, two Mazda 737s and two 'Baker' Tiga Fords are amongst the Group C candidates.

Very few cars have been entered for the IMSA GTP, GTO and Group B classes. The ACO entry list includes the two Group 44 Jaguar XJR 5s, a March 84 G-Porsche, two Pontiac Firebird V8s, a Ford Mustang GT, two BMW M1s and two Porsches (930 and 911 SC).

Three teams are on the waiting list, a Rondeau Ford, a Sauber BMW and a VW Peugeot.

The Rothmans Porsche team, currently leading the WEC, will be racing at Le Mans this year having boycotted last year's race and are amongst the bookies' favourites with illustrious names such as Jacky Ickx, Jochen Mass, Derek Bell, Hans Stuck, Vern Schuppan, Al Holbert and John Watson.

Tom Walkinshaw has freed Hans Heyer from his commitments and the German will be reinforcing the Martini Lancia team to join Wollek, Nannini, Pescarolo and Mauro Baldi.

Jaguar have acquired the services of Redman, Haywood, Tullius, Ballot-Lena and Robinson.

The biggest driver-surprise comes from the Kremer team — New Zealander Mike Thackwell will be driving one of their Porsches.

ZAKSPEED'S F1: QUICK BUT UNLUCKY

In spite of some excellent practice performances, the brave little Zakspeed team from Niederzissen has had some atrocious luck in its first three Grand Prix appearances.

At Estoril, Dr Jonathan Palmer put the all-German turbocar on to 23rd place on the 26-car grid, only to damage its front suspension in a minor startline collision with Keke Rosberg's stalled Williams-Honda. At Imola, having qualified 17th, Palmer was in trouble with a freshly-fitted engine which misfired so badly that he never got to the end of the formation lap.

But the potential of the team has already been recognised by the Reemstma International tobacco group, which has reached an agreement with Erich Zakowski for the car to race in the red and white colours of its West brand of gaspers. Just before the Portuguese GP, Zakowski was also relieved to hear at last that Goodyear would definitely provide his car with tyres for the restricted programme of European races in which it will be competing this year.

Incidentally, FISA rules prevent "part-timers" from notching up any world championship points. So if Jonathan Palmer and Zakspeed succeed (as seems likely) in putting some bigger F1 names in the shade, they won't score. Doesn't seem fair, does it?

M.D.

BENETTON'S TOLEMAN DEAL

Following considerable speculation, most of which has turned out to be wildly off the mark, the Toleman team returned to Grand Prix at Monaco with Teo Fabi as its sole driver. The previously unraced TG185 was turned out in the "United Colors (sic) of Benetton" in recognition of a three-year sponsoring deal hammered out between Toleman's Alex Hawkbridge and the wealthy Benetton knitwear company, based at Treviso near Venice.

Although the agreement provides Benetton with an option to purchase some or even all of the share capital in Toleman Group Motorsport, Hawkridge emphasises that the Italian company has decided not to do so for the time being. However, it seems that the Benetton family will be concentrating its F1 interest in future on Toleman rather than Euroracing Alfa Romeo, whose backing is still discreetly provided by the financially troubled car maker's own board of directors.

Benetton was only able to step forward with its sponsorship offer when Toleman had at last been assured of a supply of racing tyres. The inability of either Goodyear or Pirelli to supply tyres has of course been the reason for the absence of Toleman from the first three races of the year, and it was only the decision by John Wickham of Spirit Racing to withdraw (in theory, temporarily) from F1 just before Monaco that broke the deadlock. Spirit has been compensated by Toleman for relinquishing its rights to Pirelli tyres, and it appears that there will not be enough tyres available to run two Tolemans until much later this season, if at all.

The choice of Teo Fabi as the team's driver instead of John Watson was clearly directed by the new sponsor. It seems that Eddie Cheever, who has not been on speaking terms with Alfa Romeo team mate Patrese for several weeks, was involved in the early Toleman/Benetton discussions, but was unable to get a release from his contract.

Speaking at Monaco, Alex Hawkridge paid tribute to the loyalty of the Toleman staff, only three of whom abandoned the team in the dark hours. *"I never had a moment's doubt that we would find a solution,"* he told GPI. *"And now that we have a serious budget I can see no reason why we should not go ahead and become serious contenders for the World Championship."*

FORMULA 3000 VALLELUNGA RED CARPET FOR PIRRO

Michel Ferté's chances of winning at the Italian circuit of Vallelunga on May 12 were dashed when his rev limiter went. Roman Emmanuele Pirro (March 85B) clinched an easy win ahead of John Nielsen (Ralt 85B).

Mike Thackwell was the fastest during qualifying for the Italian round of the European F3000 Championship, ahead of Ferté, Nielsen, Pirro, Danner and Streiff.

First off the line was Michel Ferté with the Ralt boys chasing hard, Pirro in his March and Danner and Streiff not far off.

Capelli began hounding Leoni on lap 4, and in his attempt to get past the slower car he clipped the Williams which sent his March barrel-rolling over the road a number of times.

Kiwi Mike Thackwell was forced to give in to a very determined Nielsen, and then it was Pirro who got past the Swede. The Ralt boys had been fitted with unsuitably harder rubber and were at a disadvantage compared with the March.

Ferté and Pirro were embroiled in a terrific duel for the lead. On lap 37, Nielsen left the door wide open for Thackwell when he went wide at a turn and just as the New Zealander was about to pop through, Nielsen increased the pressure on the throttle forcing his team mate off the road and into retirement.

Meanwhile, Ferté was finding it difficult to lap Hytten and was overtaken by Pirro. Just as the Frenchman was about to catch and possibly get past the Italian, his rev limiter went wrong and he had to pull out. Victory then, for Pirro was an easy affair. The runner-up spot was being fought for hard by Nielsen, Danner and Grouillard. They finished in that order.

FINAL RESULTS

1. Pirro (March 85B) 208 km/130 miles in 1 hour 15m 14.83s. 2. Nielsen (Ralt RB 85) 1 hour 15m 36.66s. 3. Danner (March 85B) 1 hour 15m 37.12s. 4. Grouillard (March 85B) 1 hour 15m 37.12s. 5. Streiff (AGS) 1 hour 16m 03.81s. Dumfries (March 85B) 1 hour 16 m 34s. 7. Del Castello (March 85B) 1 hour 16m 17.35s. 8. Kaiser (March 85B). Moreno (Tyrrell). 10. Borgudd (Arrows).

CHAMPIONSHIP

1. Pirro and Nielsen 21 points; 3. Thackwell 15 points; 4. M. Ferté 14 points; 5. Tarquini and Danner 8 points; 7. Grouillard 4 points; 8. Kaiser and Moreno 3 points; 10. Streiff 2 points.

NEW FUEL

AGIP presented their new fuel for the future at the San Marino Grand Prix. The oil company (strongly linked with Ferrari) have named their product Super E (stands for Europe). It contains no lead and will comply with the new 1989 fuel standards. AGIP's petrol contains 4.5 % of oxygen products, the remainder consisting of methanol and alcohols, so that a maximum of 95 RON be maintained in the hope that engines will consume less fuel than when run on normal petrol.

AGIP have announced that they will be supplying their new fuel at all types of races except F1, the rules strictly forbid the presence of oxygen in petrol.

FALSE ECONOMY

We were delighted to see Alain Prost's decisive victory in the Monaco Grand Prix, and we hope you didn't mind waiting a few extra days for your copy of GPI so that we could include our report of the event.

It was indeed fortunate that the Monaco race, unlike the San Marino GP two weeks earlier, was able to run to its finish without any of the drivers having to worry about running out of fuel. Economy runs, we believe, serve a useful purpose, but not in motor racing. At Imola both Ayrton Senna and Stefan Johansson drove with all the fire and brio to be expected from future stars, but they dutifully turned down the boost, as instructed before the race, and they did not deserve to be halted by the lack of a few litres of five star.

Even more serious was the case of Alain Prost, the man who won the race only to be disqualified because his McLaren-TAG weighed two kilos under the 540 kg limit. The irony is that Prost's car burned up a couple of litres of fuel (weighing approx 2kg) on half a victory lap: it was probably legal when it crossed the line. Expect more drivers to stop immediately after the finishing line in GPs, in order to avoid using up what's left of their fuel on a victory lap.

Economy rules not only turned the San Marino GP into a farce, but they have also blighted Endurance racing for three years. Demonstrating their usual lack of foresight, FISA officials formulated the Group C rules in a misguided attempt to attract more manufacturers into the formula. With Porsche expertise predictably all-dominant, however, so far only Lancia has mounted a serious bid.

Meanwhile in the USA, IMSA's complicated but more strictly controlled Endurance regulations have produced such splendidly close racing that a dozen manufacturers are competing. Even General Motors, through Buick and Chevrolet, has been tempted out of official abstinence from racing after 20 years on the touchline. If FISA President Balestre hadn't squabbled with IMSA'S John Bishop in 1981, they might all have been tempted to come to Le Mans...

It was significant at the Silverstone 1000km on May 12 that while the works Porsches balloonfooted their way to yet another predictable 1-2 victory, the crowd's heart went out to a driver who had lost eight laps and didn't have to worry about fuel consumption. Thank you, Dr Jonathan, for providing us with what we came to see: no-holds-barred driving and definitely no economising!

GPI

ARNOUX/FERRARI DIVORCE THE WAYS AND MEANS

Tuesday April 16, 4pm. René Arnoux walked into the Commendatore's office, just as he had done for so many other meetings. Mr Ferrari always likes to know exactly what the position is both, before and after every Grand Prix. He wants to know about everything, even private testing results on his home Fiorano track. This time, however, the meeting was of a more serious nature. There were other people waiting inside the blue office with Enzo. In fact quite a number were seated around the large wooden table. It was only a matter of seconds before René learned the truth. He had to leave Ferrari. Immediately. That very day. He was told what the formalities were and *basta*. He signed a statement explaining that he was leaving Ferrari "*because of poor health*". Ferrari signed another, in which he accepted "*the driver's decision*" and thanked him "*for his collaboration, his correctness and skills*". The communiqué informed the press that "*despite much hard work, Arnoux no longer fulfils the requirements we expect from him*". A third release was sent off within a couple minutes from Maranello revealing that Stefan Johansson had been called in as his replacement. The Swedish driver is also backed by Marlboro and a friend of Count Zanon who engineered Alboreto's entry into the Ferrari team.

But how can a highly touted driver like Arnoux be asked to leave in such a short space of time? How was Ferrari able to acquire the services of another driver already under contract with another team? Simply by playing with the words on a clause of the Frenchman's contract. Obviously the *coup* had been simmering for a considerable amount of time. In order to understand some of the reasons behind this Italian style divorce, we'll have to go back in time...

1984 Detroit GP and Dallas GP. Arnoux had two weeks free of commitments and went to Mexico for some sun and a well-earned rest. One morning, the hotel porter handed him an envelope. Inside was a telex from Maranello signed by the Commendatore himself. Alboreto and Arnoux had only taken part in six rounds of the championship and their contracts were already being confirmed for 1985! They didn't sign the official contracts until later, much later, in fact. However, at the 1984 Austrian round held in mid-August, Arnoux's close friends felt that all was not well between the Frenchman and the Italian team. It was impossible to say exactly what was wrong but there was definitely something in the air. Wild rumours were spread from one motor home to another saying that he would be joining Lotus and that either Senna or Johansson (already) would be brought in instead. Some even went so far as to say that it was possible Lauda would be returning to Ferrari. And every time he was questioned, Arnoux would take out the telex from his pocket and say, "*What's this then?*"

Neither of the two Ferrari drivers were achieving brilliant results at that point in time. They were both waiting for the 126 C4 to be completely redesigned. By Holland, though, René seemed to be at the end of his tether. 15th in qualifying at Zandvoort, 14th at Monza and 17th in Portugal. At each Grand Prix, Arnoux was in agony. His right calf muscle had over-developed preventing any movement inside its sheath. He was in great pain every time he hit the throttle pedal or the brakes. "*It's not the car*," he would say, "*I can't drive it to the limit.*" Without telling Ferrari he underwent an operation in Paris leaving him with two tiny scars, one on his heel and the other under his right knee. In just one week his suffering had been banished for ever. When Ferrari found out, a meeting was convened and talks took place at Maranello. René confessed to the trouble his calf muscle had been causing him and assured the Commandatore that he was now perfectly fit and well. All those present did not doubt his words. But they weren't entirely convinced. They wanted more proof. Enzo Ferrari and his team of advisers had, in fact, changed their minds as of June last year. Senna had already signed with Lotus but de Cesaris would do. He was just as keen and had learnt to control his firey enthusiasm. Arnoux was then tempted with this offer: he would be "transferred" to Ligier with financial compensation and de Cesaris would take his place at the Scuderia. Ligier, Marlboro, Gitanes, Andrea and Ferrari all agreed. Everyone that is, except Arnoux who refused point blank to leave the ship, claiming that he had every right to stay on in view of the telex Enzo Ferrari had sent him at Dallas. Not wishing to go back on his word and reveal a treacherous facet to his character, Ferrari was obliged to accept his driver's refusal but had trouble concealing his resentment. That's when the plot was devised. A clause was added to Arnoux's 1985 contract whereby Ferrari could ask his driver to leave if ever he suffered a physical weakness. René accepted, signed and began an intensive inter-season testing programme for Ferrari. Then he was off to Rio for the first Grand Prix of the season. Something was amiss. Alboreto obtained pole position whilst Arnoux only put in the 7th fastest qualifying time, conceding two seconds to his team mate. It wasn't easy to say why, but he spun off twice onto the run off area. During the race itself he tangled with de Cesaris but then had a highly commendable fight up the field as he battled his way up to score three points. Arnoux was a happy man at the finish despite the incident. "*The car's in great shape and so's the guy behind the wheel!*" Nine days later he was "*resigning for health reasons*". That's a good one! As if a driver in poor health could really drive such a strong race, especially in Brazil! Was Ferrari using his incident with the Ligier and his two spins as excuses? Not fair at all.

A true sportsman, the man directly concerned tried to explain objectively why he was being sent away. "*My leg gave me no trouble at any point during the race. In fact, it's never felt so good! My morale's high too. Ferrari have got an excellent car for 1985, without a doubt the best, just behind the McLarens. I felt that I had a good chance this season of achieving some good results. However, the one thing that wasn't so good was my motivation, perhaps because, this winter, we did nothing but put in lap after lap, mile after mile to complete the interseason testing programme.*" And that was how René was asked to leave. In view of their agreement the Frenchman from Grenoble will receive his salary for the entire year, £650,000, from Ferrari in two installments. It's been done stylishly but does Ferrari really expect us to swallow that one? Just consider the ways and means employed to ruin the driver's season. How can you ask a man like Arnoux "to leave" after having raced in the first Grand Prix of the season and finishing 4th? You might expect that kind of treatment of some cheap travelling circus but not an institution like Ferrari. They've got a legend to live up to. It's also, for René, a dream that's ended in a nightmare. After a short holiday, it'll then be on, to tomorrow. The 1985 championship teams are fully booked. What's left for Arnoux? Toleman or Tyrrell with the backing of Renault/Elf? René's going to talk to Yves Guiter, the head of the Elf competitions department about the situation.

The press have bombarded Ferrari with questions but they're remaining evasive and extremely tactful about the whole affair. They even described the questions as being "*aggressive and not in keeping with Ferrari's effort to play fair at all times*". Lauda's opinion on the matter is revealing, "*When a driver doesn't feel entirely at ease, his team should let him leave. And that's something I know only too much about. But, if René was shown the way out, Ferrari have acted clumsily.*" "President" Niki of the F1 drivers' body, brought up the subject on the Sunday morning of the Portuguese Grand prix, underlining the non-seriousness and inefficiency of the super-license. Now let's see what FISA do about it.

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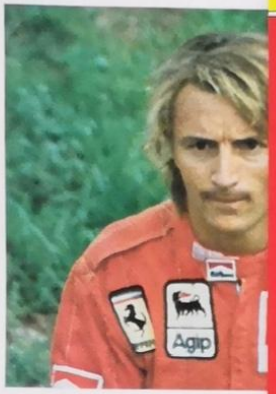

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Neither of the two Ferrari drivers were achieving brilliant results at that point in time. They were both waiting for the 126 C4 to be completely redesigned. By Holland, though, René seemed to be at the end of his tether. 15th in qualifying at Zandvoort, 14th at Monza and 17th in Portugal. At each Grand Prix, Ar-

for Ferrari. Then he was off to Rio for the first Grand Prix of the season. Something was amiss. Alboreto obtained pole position whilst Arnoux only put in the 7th fastest qualifying time, conceding two seconds to his team mate. It wasn't easy to say why, but he spun off twice onto the run off area. During the race itself he tangled with de Cesaris but then had a highly commendable fight up the field as he battled his way up to score three points. Arnoux was a happy man at the finish despite the incident. "*The car's in great shape and so's the guy behind the wheel!*" Nine days later he was "*resigning for health reasons*". That's a good one! As if a

remaining evasive and extremely tactful about the whole affair. They even described the questions as being "*aggressive and not in keeping with Ferrari's effort to play fair at all times*". Lauda's opinion on the matter is revealing, "*When a driver doesn't feel entirely at ease, his team should let him leave. And that's something I know only too much about. But, if René was shown the way out, Ferrari have acted clumsily.*" "President" Niki of the F1 drivers' body, brought up the subject on the Sunday morning of the Portuguese Grand prix, underlining the non-seriousness and inefficiency of the super-license. Now let's see what FISA do about it.

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PORTUGUESE GRAND PRIX

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THE SECOND GRA E SEASON FROM STA
FINISH UNDER ATROCIOUS DRIV IONS. AYRTON SENNA
BRAZIL CLINCHED THE MAIDEN FORMULA ONE CARE
ESTORIL ON APRIL 21, 1985. HE'LL RING THE SWEET TASTE
PARTICULARLY MERITORIOUS FIR FOR A LONG WHILE TO C

by Pa

TEAM BY TEAM

Nothing short of a miracle would have been needed for any important modifications to have been made between Rio and Portugal. Once the chequered flag had signalled the end of the Brazilian round, the mechanics were already loading their single seaters into crates to be forwarded on across the Atlantic. Some teams went back home for quick cosmetic repairs, whereas the others joined the Portuguese circuit directly, where the mechanics covered up the blemishes and patched up the wounds as best as they could in the Estoril paddock.

McLAREN
Exactly the same package as at Rio.

TYRRELL
Johansson left Tyrrell for Ferrari and Bellof was back. From the technical point of view, there was nothing to report.

WILLIAMS
On the whole, Frank Williams was pleased with how his new FW10s have been performing but was concerned about the reliability of the turbos during the Brazilian Grand Prix. Honda sent over two new modified this featuring a different cooling system of the turbines. The periscope-like air inlets sighted at Brazil had been replaced by lower lateral openings on the ends of the side pods.

BRABHAM
Piquet's off at Brazil came about when the gearbox jammed. As the chassis (BT 54/02) had been damaged during the incident, the BT 54/4 chassis was brought out for the spare car. Piquet opted for the 3 and Hesnault stuck to the 1.

RAM
As the problem of the engine overheating had been solved, Brunner and his team abandoned their temporary set-ups for more elegant ones, including a wide extractor to the rear.

LOTUS
There was nothing new on the black and gold painted cars. Ducarouge's secrets were still on the menu.

RENAULT
As previously arranged, it was Tambay's turn to drive the EF15 V6. The Renault engineers, meanwhile, are continuing with their development programme. Concerning the aerodynamics, the RE60 was fitted with air deflectors in the front wheel wells. Looks like they've been spying on Lotus! New suspension units, extremely similar to the old ones, were also tested. Tambay tried the front set-up and Warwick a rear unit.

ARROWS
Jackie Olivier explained, *"If only our cars would perform as well as they did during pre-season testing, then we'd be fighting with the forerunners, behind the McLarens!"* His team is experiencing great difficulty in locating the source of the problems, a task made even harder by the lack of time available. Boutsen was given the new A8/4 chassis, Berger had the 3, which his Belgian team mate Ilad in Brazil. The 01 was kept for the spare car.

SPIRIT
Baldi stayed on for an extra two days at Rio to try and pin-point where the electronic problem he suffered during the GP, came from. He succeeded, but will the right remedy be applied? On Thursday at Estoril, Baldi put in about thirty laps on a near-by aerodrome to confirm that the engineers' diagnosis was correct. Hopefully, he will be behind the wheel of the new Spirit 102 for the Belgian GP. For the Portuguese round, the old 101's body was shortened and hastily cut-out air intakes had been added.

ALFA ROMEO
Despite a hard race against the clock, Tonti succeeded in organising a private testing session at Balocco. As a result, his cars were featuring a few modifications including a redesigned rear extractor, modified hot air outlets, a new rear wing, redesigned front suspension and so on. The spare car was again an old 184T.

OSELLA
The FA1F/84s cum FA1G/85s were being used once again by the Osella team. Nothing had been changed since Rio. The main modification will make its appearance at the San Marino GP, if all goes according to plan.

LIGIER
Three JS25s came over in Rio configuration. They looked good but were still grossly overweight. That problem, as well as a few others, are being solved at the Vichy workshop.

FERRARI
Ferrari No 28 was there all right, but Arnoux's familiar white helmet had been replaced by the Swede Johansson's. Alboreto had the 156/078 and Stefan the 080 with the 079 as the spare car. The cars had remained unchanged since Brazil. Alboreto put in some pre-Portugal test laps at Fiorano and tried out some new set-ups like the much-talked about side pod appendages and rear deflectors. The Scuderia weren't entirely satisfied with the results and decided not to fit them for Estoril.

MINARDI
The normally-aspirated Cosworth engine was being used for the last time at the Portuguese round. They've promised ! The Chiti V6 is going through its testing programme and will be ready for San Marino. Meanwhile, the Minardi team revealed that they had solved the problems of fuel feed encountered in Brazil. Apparently the fuel pump wasn't doing its job as it should have been.

ZAKSPEED
Yes, Zakspeed exists! The team came over, their car proudly boasting the cigarette brand label Reemsta, better known under the name of West. The car itself is now officially called the Zak 841/01. The car has remained much the same as when we first presented it during its winter testing session on the Paul Ricard circuit (see GPI No 89).

The Lotuses blasted off to lead the pack into the first turn.

Michele Alboreto (Ferrari No 27) followed the victor home to become the provisional World Championship leader.

BETWEEN SHOWERS

The sky was ominously dark and a strong wind was blowing in from the sea. It was going to rain. It poured for a whole hour. Morning practice had already been delayed for thirty minutes because of an inadequate medical helicopter and the doctors didn't have the right passes (is this Portugal?). The first qualifying session of the weekend got off to a roisterous start. A good twenty single seaters had sidled up together at the end of pit lane and were waiting patiently to bolt out on to the track. Boutsen, Brundle, Bellof, Mansell and Alboreto were the first to roar off. And right they were too. It wasn't long before the tracks were covered in a film of water and the first out were first served with the fastest times.

The clouds dispersed and out popped the warm sun. Alboreto climbed up into 4th position and Tambay to 8th, with Martini and his Minardi-Cosworth in 16th, just behind Piquet! Where were the stars of the show? De Angelis had put in the 6th fastest time, Warwick the 11th, Tambay the 12th and Prost the 13th. Lauda and de Ceasaris, like many others, had decided to wait for conditions to improve before going out for a time. Half way through the session, Piquet demonstrated that the track had improved sufficiently. The sun's rays had been beneficial and there were only a few damp patches left on it. Most importantly, the lines into the turns were dry. Each man to himself. Unfortunately the two Williams team mates' efforts to set a fast time were thwarted when their turbos blew (the first of many failures that week-end). Rosberg went out champing at the bit to seize a fast time. He gave a fine show of his rodeo activities, urging his bronco wildly round the Arrows No 17. He'd given his mount too much rein and spun off, clipping a highly surprised Berger. He watched the last part of the session from the pits and had no times to boast of. Mansell wasn't lucky either. As he was going round on his tyre-warming lap he came across the two Alfa Romeo boys engaged in a tussle, going in to a right-hand curve. Cheever was about to dive past the Williams on the inside. Patrese was close on his heels, on a fast lap. Cheever slammed the door in Mansell's face, forcing the Brit into the guard rails. Unhurt, Nigel wasted no time and jumped in behind the wheel of the FW09, the spare car, to put in a modest 16th fastest time. De Angelis and Senna hadn't failed to notice that the track was now almost completely dry. They dashed round in their black and gilt cars to put in lap times of 1m 22.306s and 1m 21.708s respectively. Just as the pair of Lotuses drove back into the pits, it began to drizzle. Senna was looking calm and collected as he took off his yellow helmet, revealing the shadow of a smile across his face. Feeling peeved, the Italian asked for a fresh set of tyres to be fitted to his car, but the weather prevented him from trying to improve on his team mate's performance. *"I feel that I oughtn't let him out when the track's slippery like that,"* Ducarouge said. *"Trying to outdo your own team mate in such conditions is asking for trouble."* Behind, the slots had been obtained more through luck than sheer talent. The drivers went out when they deemed the moment opportune, only to realise that they should have waited just a bit longer, or gone out before. They juggled around with various tyre mixtures to find a suitable compromise for the greasy circuit in order to put in a few fast times. In the end, the luckier ones were Lauda, Alboreto, Prost and de Cesaris. Not that they managed anything sensational, but just enough, should the second session be perturbed by the weather. *"On days like these,"* Prost reflected, *"it's advisable to keep the equipment intact, rather than take risks."* Alain had in fact encountered a number of problems. The same that had brought about Lauda's demise at Rio. He had managed to set the second fastest time, though, before the gremlins struck. The problem itself was a minor one, but with serious consequences, bringing the V6 Porsche to a silent halt. In the afternoon session, just when the track conditions were ideal, the black box faltered once again. *"I had to resort to the spare car for a time,"* the Frenchman continued. *"It's worrying because we can't find that many solutions to the problem, and then again, it's satisfying to know that Piquet and Rosberg are both behind."* We knew the reasons why for Rosberg, but with Piquet, the problem wasn't so clear-cut. His morning runs had been trouble-free, but throughout the afternoon, all his chances had been ruined by the engine continually misfiring. The plugs were changed, then the black box, but to no avail. By dint of leaping from his car into the spare car and vice versa a number of times, he had to be satisfied with the 13th time. Hesnault, too, was plagued with the same troubles, except that he had no spare car to fall back on. What's the point of basing the qualifying results on timed sessions like that? Usually, the soft qualifying tyres and qualifying engines don't give a true picture of reality, so if rain is added as a further ingredient just to make things harder, then yet another picture appears.

In the Renault contingent, there weren't many happy faces either. Warwick managed some good results despite the dicey nature of the conditions and Tambay had to make do with the 14th time.

SATURDAY : SENNA BETTER AND BETTER

Heavy clouds were lining the horizon but the sun managed to poke its rays through here and there. Today, the specialists predicted the lap times would improve and a hierarchy of realistic grid positions would hopefully be established. Piquet and Rosberg each bettered their own times with a sparkling 1m 23.768s for the Brabham, which made up for the previous day's disappointing results. De Angelis decided it was time he stepped in to defend his own position and slipped in a 1m 22.426s. He couldn't have done any better, there was thick traffic out on the track. It earned him second slot on the grid. Senna was waiting patiently in his cockpit. He had his eyes glued to the portable Longines monitoring screen and was prepared to dash out if anyone usurped his pole position. Alboreto, Mansell and de Cesaris were amongst the many drivers that improved on their times, but no-one even equalled the young Brazilian's target time. De Angelis went out on his second set of qualies. Missed

THE RACE

again — 1m 22.159s. The traffic was as dense as before, but this time it was the turbo that had let him down. Elio had no option but to gracefully pull in to the pits and chew over his fate. Worse was yet to come for the Italian. Not only did Rosberg chuck him off the front row of the grid with his Williams Honda, but Prost went out and was fortunate to find the track clear. On his first set of tyres he stopped the clocks at 1m 22.324s and then at 1m 21.240s on his second set.

Pole position for the plucky Frenchman? No, because Senna, meanwhile, had had a hunch that he ought to go out there and make sure he kept that pole. He whizzed round to record an amazing 1m 21.007! There was nothing that the McLaren could do against a time like that. Fourth tenths of a second off the Renault-engined Lotus was too much for the Porsche-engined McLaren to take on. Prost made light of it, shrugging his shoulders and said, *"I'm as pleased with being second fastest as if I'd been on pole. The car was perfectly set up, there was no-one out on the track — it's the first time that's happened to me. I didn't have a qualifying engine, but I had my qualifying shoe on my right foot! TAG-Porsche's policy hasn't changed since Rio. We are continuing to use race boost pressure for qualifying. The difference in power is easily compensated by the chassis being better balanced and from the amount of grip we're getting from the tyres. On a circuit like Estoril, a good chassis is more important than the engine. We might not have faired so well on another circuit."* The proof of Prost's pudding is in comparing figures with Piquet: the Brabham's top speed at the end of the straight was 312.681 kph/195.425 mph and he lapped the circuit in 1m 23.18s, whereas top speed for the McLaren was registered at 297.139 kph/185.711s, for a lap time of 1m 21.420s. There's no mistaking the McLaren's superiority in the twisty parts of the circuit. Alain found himself providing the upper filling for an interesting club sandwich, lying between the two Lotuses and a Williams, with, on the lower layer, Alboreto in the Ferrari and Warwick in the Renault providing a firm base.

Lauda had a number of problems to contend with during the second day of qualifying and couldn't do better than 7th fastest time. The gearbox went during the morning session and in the afternoon he resorted to the spare car until the alternator started playing up. The Austrian reigning World Champion admitted that, *"I wasn't pleased with how the spare car was handling either. It had been set up according to Alain's specifications. I've no option but to drive a hard race because I won't accept finishing second. In 1984, I started out from 11th position and I finished 2nd, so I don't see why I shouldn't win this year."* Senna echoed Lauda's reasoning. *"Last year, I was 3rd on the grid and I crossed the line in 3rd position too. Now, I'm on pole so I should win!"* The man who rarely smiles was looking uncharacteristically spunky. ■

Race day got off to a bad start. The sky became steadily darker and darker as the clouds piled up on the horizon. The wind blew in stronger gusts and during the warm-up, several top teams encountered a myriad of minor problems. Senna complained that his engine wasn't pulling as well as it had been and that the gearbox was grating. Everything was changed on the Lotus's engine before the race got under way. Warwick went off and damaged the lower fairing on his yellow Renault. The rear suspension on Tambay's car collapsed. The Renault mechanics had no choice but to strip the spare car of its vital parts to get the two race cars back into acceptable working order. Hesnault, too, went off whilst Zakspeed were worrying about the maximum fuel limit for the race. Would they have enough to last all of 69 laps? And the tyres? At the Portuguese round, none of the teams were going to pit stop for fresh tyres. It was hard rubber to the left and soft rubber to the right. Drops of rain began splashing down onto the circuit, slowly at first, and by the time the race had come under starter's orders, it had increased in intensity. As the drivers went round the track to warm up their engines and tyres and then wedge themselves into their rightful slots on the grid, Mansell, Martini and Cheever were caught out on the greasy track. Instead of taking their places on the grid to have their damaged rims changed, they went back to their respective pits. Mansell was seriously considering whether or not he should take the spare car. All three cars started the race from pit lane, once the race was underway.

The green light came on. The race got off to a slow start, everyone apprehending what the other was about to do. The fact that there were no incidents was pretty miraculous, as Rosberg's Williams had stalled on the line. He finally powered away, the bit hard between his teeth as usual. He completed the first lap way behind the pack and pit stopped immediately, his rear wheel punctured. He'd hit the Zakspeed forcing it to retire with a damaged front suspension. Ahead, Senna was driving majestically and had already built up a 3.45s lead on de Angelis, 8.22s on an extremely cautious Prost and 10.77s on Alboreto. Lauda, de Cesaris and Warwick were following the forerunners a little further behind. Two lengths behind came a snarling trio made up of Piquet, Johansson and Patrese. The Swede audaciously got round the Brabham and Patrese had the firm intention of doing likewise at the same time. The Alfa got into a skid and rammed the back of the Ferrari as it slid into the guard rails. The end of round two had struck for the Italian driver. Behind, Winkelhock and Bellof were taken by surprise by what was going on only a few yards ahead of them and collided. They somehow all managed to gather their wits about them to rejoin the race, everyone that is, except Patrese. Johansson found himself demoted from 9th to 18th position, Winkelhock from 13th to 21st and Bellof from 14th to 19th.

Winkelhock made a pit stop to change a tyre on the RAM that had blown during the incident, but the damage was worse than he'd realised. The suspension had suffered. Nevertheless, he went out until lap 17 just as Johansson was about to lap him.

The two men soon found themselves together a few laps later. The RAM suddenly began sliding wildly across the track, when it went over a pool of water. There was nothing that the new Ferrari driver could do to avoid the RAM as it slithered wildly out of control in front of him. Fortunately the damage to the Ferrari was not serious and Johansson went back to the pits to get his wheels and torn nose cone replaced.

Further back, Patrese and Palmer had both been forced to retire, as previously mentioned. Then it was for Alliot and Hesnault to follow suit. The Brabham's engine wasn't giving its best and stuttered painfully along in sudden violent bursts, with the result that the young French driver at its wheel was finding it extremely difficult to master all the wild horse power. He finally spun off and that was that. The RAM suffered an identical end. It was tagging along behind Berger and poked its nose round the BMW-engined Arrows to try and see past the thick sheet of spray and promptly met the guard rails. The front

Good day for Patrick Tambay in the R

enault No 15. 12th on the grid, he went on to clinch 3rd place .

right section of his car was completely destroyed.

The race was only on lap 5 and it was already obvious that there wouldn't be many finishers. Senna was still in command, 6.45s ahead of his team mate and had already built up an 11s-cushion on Prost. Alboreto was timed 1.52s behind the McLaren. Lauda, meanwhile, wasn't enjoying himself at all and was picking his way round the water-logged track with care. He was alone. Warwick, his immediate follower, was conceding 30s to the leading Brazilian. The Austrian's intentions were clear — he wasn't going to take any unnecessary risks.

20 LAPS

Senna 35m 14.167s; de Angelis 35m 44.769s; Prost 35m 45.550s; Alboreto 35m 50.936s; Tambay 36m 14.458s; Warwick 36m 30.733s; Lauda 36m 34.932s; Mansell 37m 00.236s; Cheever 19 laps; Brundle 19 laps; Bellof 19 laps; Boutsen 19 laps; Piquet 18 laps; Ghinzani 18 laps; de Cesaris 18 laps.

Tambay in the second Renault was trailing Warwick 6s in his wake and was embroiled in an interesting skirmish with de Cesaris, fighting hard to keep the Ligier going where he wanted it to. In fact, all the Pirelli-shod contenders were struggling against the impaired handling of the cars. Andrea stopped twice to try different rubber compounds, but the problem wasn't remedied.

As the rain poured down even harder, Senna increased his lead on the other black and gold car from 12.89s on lap 10, to 15.31s on lap 13 and to 19.93s on lap 17. De Angelis was visibly tiring. By lap 30, he was 20s behind his new team mate. Prost, on the other hand, made good use of this unexpected turn of events and began reeling in the Italian. Once he was latched onto the Lotus's gearbox, the picture appeared entirely different. As the McLaren followed the Lotus into the turns, it looked like it would gobble up the black car, but as soon as they exited, the Italian would power inexorably away down the straight portions. This little game went on for all of 22 laps. For all of 22 laps, Prost persistently tried to edge his way past or even to barge through. But his efforts went unrewarded. De Angelis wasn't going to let the red and white car through. The McLaren was in a precarious position. The preceding car was ejecting a thick sheet of water from its wheels and behind the thick curtain, Prost could only base his lines on the tiny rear red light of the car in front of him. On lap 30, Prost moved over. He wanted to get alongside the Lotus so that he could dive through at the following turn. The red and white car was lacking in top speed and realising that he'd set himself an impossible task, Alain got back in line.

Prost let the Lotus run off and build up an 80-yard safety margin. There was no point in taking a risk of that kind. Just as the two cars went down pit straight, the McLaren's wheels went over one of the numerous pools of water and the tyres lost all grip. Alain began zigzagging across the track, fighting to keep control of the car, as it spun hard four times and came into contact with the guard rails. The suspension buckled under the impact.

De Angelis's troubles weren't over. Far from it, Alboreto was now hot on his trail and eager to get round his fellow countryman. Was he going to be luckier than Prost? Perhaps the Lotus's engine had bogged down from the duel with Prost. On lap 38, Alboreto opened fire, but he didn't actually get past Elio until lap 43.

40 LAPS

Senna 1 hour 11m 37.015s; de Angelis 1 hour 12m 29.293s; Alboreto 1 hour 12m 31.449s; Tambay 1 hour 13m 06.585s; Lauda 39 laps; Mansell 39 laps; Bellof 39 laps; Warwick 38 laps; Cheever 36 laps; Johansson 36 laps; Ghinzani 36 laps.

De Angelis confessed afterwards that he was surprised that he'd been run round so easily. He endeavoured to chase the Ferrari and tail him, but things didn't work out as he would have liked. He left braking impossibly late at the following turn. He ran wide and took the right-hand curve on the grass. By then, the rain was pouring down in torrents. Everyone was wondering if it wouldn't be better to stop the race then, rather than wait for the drivers to drop out one after the other. The answer was a firm 'No'. Following the Ligiers' retirements, other cars had dropped out. Rosberg had gone off, Baldi and Berger too. Piquet threw in the towel. Brundle retired when his gear selector snapped. Not what you might call exactly brilliant. Senna, though, was gaily sailing along ahead, a happy man. Just as Alboreto engulfed de Angelis, his cushion had increased to 57.12s on his Italian team mate. Five laps later, he was over a minute (1m 02.17s) ahead of his nearest rival and he didn't stop the show then either. On lap 51, he was 1m 08.11s ahead, 1m 10s on lap 53 and 1m 12.54s on lap 55. De Angelis was tumbling away from the leaders pitifully. Who was going to stop him from dropping down even further?

Lauda looked like he was going to finish well, but Warwick and Tambay were quick to get past him but despite this, he found himself in 5th position as a result of the numerous retirements ahead. Towards the end of the race, he surrendered to both Mansell and Bellof and finally pulled out when his engine gave up the ghost. It was then Tambay who found himself following de Angelis. It took him three laps to latch onto his gearbox and just a couple of hundred yards later, he'd jumped past the Italian in the ailing Lotus. The problem turned out to be a deflating rear tyre.

Ayrton Senna thus braved on through the rain to win the first Grand Prix of his career in F1. Well swum Senna!

LAP BY LAP

F1: PORTUGUESE GP

GRID	12	2	6	11	27	16	1	25	5	7	28	15	22	23	9	18	17	26	8	10	4	3	30	21	29	24
POS.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
Lap																										
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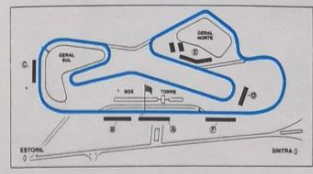
■ Starting grid position
□ On leader's lap
▒ 1 lap or more behind leader
■ Pit stop
■ Retired

STATISTICS

PORTUGUESE GRAND PRIX

Round two of the F1 World Championship.
Date: April 21, 1985.
Circuit: Estoril.
Circuit Length: 4.350 km/2.703 miles.
Race Distance: 70 laps or 304.500 km/189.207 miles.
Weather: Rain throughout the three-day period.
Attendance: 25,000.
Qualifying: Qualified: 26; Starters: 24; Finishers: 9; Classified: 9.



FOR THE RECORD

• New chassis for Arrows and Brabham • First Grand Prix for Johansson with Ferrari in replacement of Arnoux • First appearance of Zakspeed • Renault featured aerodynamic deflectors on their cars, first seen on the Lotuses at Brazil • First pole position and first Grand Prix victory for Ayrton Senna.

STARTING GRID

Senna
Lotus 97T
1m 21.007s

Prost
McLaren MP4/2B
1m 21.420s

Rosberg
Williams FW10
1m 21.904s

De Angelis
Lotus 97T
1m 22.159s

Alboreto
Ferrari 156/85
1m 22.577s

Warwick
Renault RE60
1m 23.084s

Lauda
McLaren MP4/2 B
1m 23.288s

De Cesaris
Ligier JS25
1m 23.302s

Mansell
Williams FW10
1m 23.594s

Piquet
Brabham BT54
1m 23.618s

Johansson
Ferrari 156/85
1m 23.652s

Tambay
Renault RE60
1m 24.111s

Patrese
Alfa 185T
1m 24.230s

Cheever
Alfa 185T
1m 24.563s

Winkelhock
Ram 03
1m 24.721s

Boutsen
Arrows A8
1m 24.747s

Berger
Arrows-A8
1m 24.842s

Laffite
Ligier JS25
1m 24.943s

Hesnault
Brabham BT54
1m 25.717s

Alliot
Ram 03
1m 26.187s

Bellof
Tyrrell 012
1m 27.284s

Brundle
Tyrrell 012
1m 27.602s

Palmer
Zakspeed
1m 28.166s

Baldi
Spirit 101
1m 28.473s

Martini
Minardi M185
1m 28.596s

Ghinzani
Osella FA1G85
1m 30.855s

PIT STOPS AND RETIREMENTS

Lap 3: **Palmer**, retired, snapped suspension following accident with Rosberg; Lap 4: **Alliot**, retired, off; **Hesnault**, retired, off; **Patrese**, retired, off; Lap 10: **Martini**, pit stop to tune engine; Lap 13: **Berger**, retired, off; **Martini**, retired, engine; Lap 14: **Baldi**, pit stop for fresh tyres; Lap 16: **Laffite**, retired, badly handling car; Lap 17: **Rosberg**, retired, off; **Piquet**, pit stop for fresh tyres; Lap 18: **de Cesaris**, pit stop for fresh tyres; **Johansson**, pit stop for fresh tyres and changed nose cone after accident; Lap 20: **Baldi**: retired, off; Lap 21: **Brundle**, retired, broken gear selector; Lap 22: **Warwick** and **Piquet**, pit stop for fresh tyres; Lap 25: **Boutsen**, pit stop, checked turbo; Lap 29: **Boutsen**, retired, no turbo pressure; **Piquet**, retired, handling; Lap 30: **de Cesaris**, retired, handling; Lap 31: **Prost**, retired, off; Lap 37: **Cheever**, retired, engine; Lap 50: **Lauda**, retired, electronics and brakes.

THEIR FASTEST LAPS

Senna	1m 44.121s	Berger	1m48.561s
Alboreto	1m 44.864s	Boutsen	1m 49.518s
Prost	1m 44.901s	De Cesaris	1m 49.658s
De Angelis	1m 45.212s	Winkelhock	1m 50.480s
Rosberg	1m 45.717s	Laffite	1m 50.491s
Warwick	1m 45.985s	Alliot	1m 50.643s
Tambay	1m 46.290s	Piquet	1m 51.619s
Johansson	1m 46.297s	Patrese	1m 51.658s
Lauda	1m 46.633s	Ghinzani	1m 51.747s
Mansell	1m46.697s	Hesnault	1m 53.975s
Bellof	1m 47.861s	Baldi	1m 54.588s
Cheever	1m 47.908s	Martini	1m 56.040s
Brundle	1m 48.395s	Palmer	2m 55.894s

PREVIOUS WINNERS

1984 : Prost (McLaren MP4-2) Estoril
1960 : Brabham (Cooper Climax) O'Porto
1959 : S. Moss (Cooper Climax) Lisbon
1958 : S. Moss (Vanwall) O'Porto

FINAL RESULTS

1. Senna (Lotus Renault 97T), 67 laps or 291.450 km/182.156 miles in 2 hours 00 m 28.006 s, at an average speed of 145.160 kph/90.725 mph.
1. Alboreto (Ferrari 156/85) 2 hours 01 m 30.934 s.
3. Tambay (Renault RE60) 66 laps.
4. De Angelis (Lotus Renault 97T) 66 laps.
5. Mansell (Williams Honda FW10 01) 65 laps.
6. Bellof (Tyrrell Ford 010) 65 laps.
7. Warwick (Renault RE60) 65 laps.
8. Johansson (Ferrari 156/85) 62 laps.
9. Ghinzani (Osella FA1G) 61 laps.
Non classified: Winkelhock (Ram Hart) 50 laps.
Race lap record: Ayrton Senna (Lotus 97T), 1m 44.121s at an average speed of 150.40 kph/94 mph.
Previous race lap record: Niki Lauda in 1m 22.966s at an average speed of 188.693 kph/ 117.242 mph in 1984.
The race was stopped after two hours. Initially the Grand Prix had been planned to cover 70 laps.

RACE LEADER

Senna: Laps 1-67.

DRIVERS' WORLD CHAMPIONSHIP POINTS

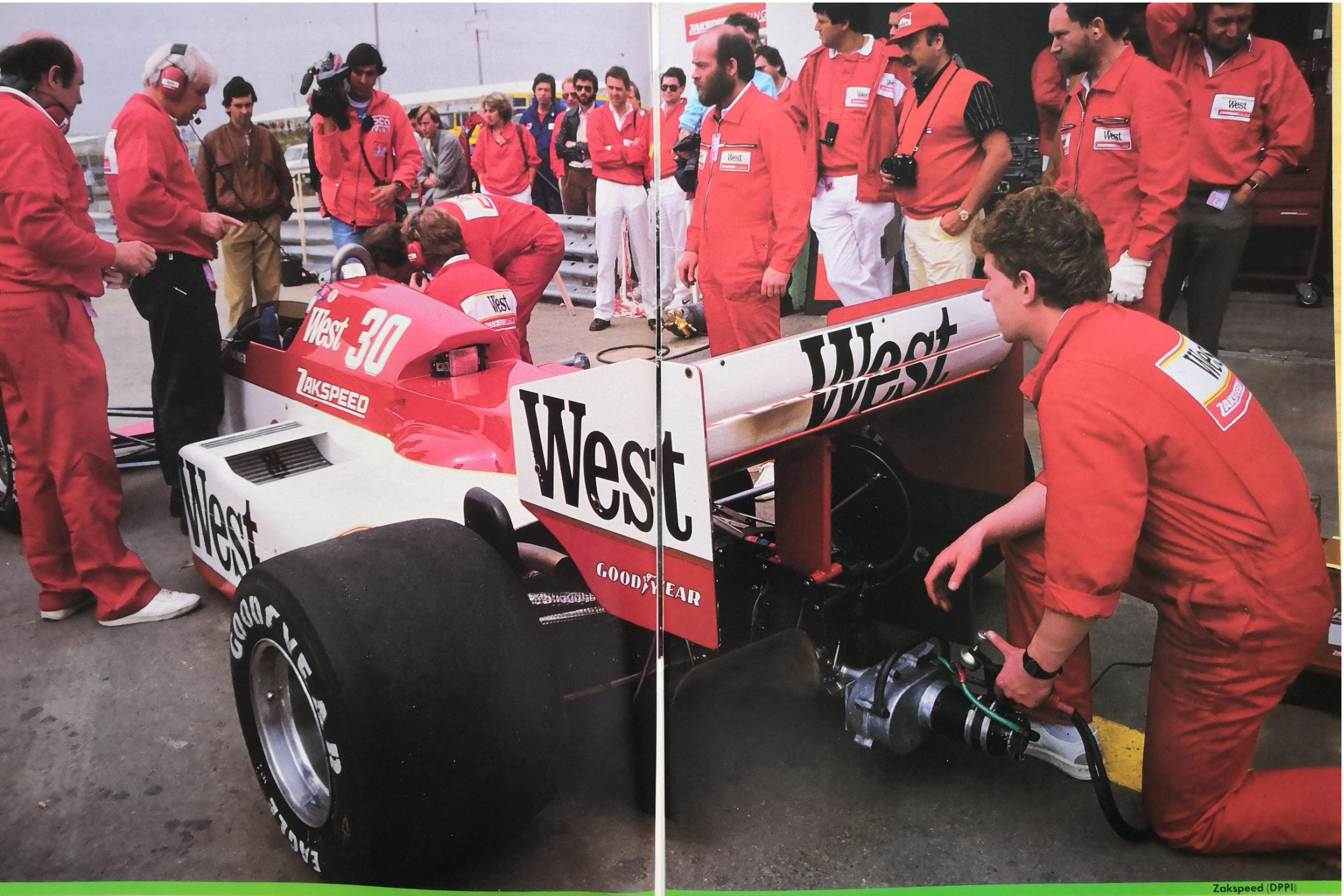
(After Brazilian and Portuguese Grands Prix)

1. Alboreto	6 + 6 = 12
2. Prost	9 + 0 = 9
Senna	0 + 9 = 9
4. De Angelis	4 + 3 = 7
5. Tambay	2 + 4 = 6
6. Arnoux	3 + 0 = 3
7. Mansell	0 + 2 = 2
8. Laffite	1 + 0 = 1
Bellof	0 + 1 = 1

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

1. Lotus	4 + 12 = 16
2. Ferrari	9 + 6 = 15
3. McLaren	9 + 0 = 9
4. Renault	2 + 4 = 6
5. Williams	0 + 2 = 2
6. Ligier	1 + 0 = 13
Tyrrell	0 + 1 = 1

Drivers	Teams	Cars	Qualifying Times	
1. Lauda	McLaren International	McLaren-TAG/MP4/2B/01 (T: MP4-2B/03)	1m 23.670s	1m 23.288s
2. Prost	McLaren International	McLaren-TAG/MP4-2B/02	1m 23.887s	1m 21.420s
3. Brundle	Tyrrell Ltd	Tyrrell-Ford 012/16 (T: 012/15)*	1m 28.694s	1m 27.602s
4. Bellof	Tyrrell Ltd	Tyrrell-Ford 012/17	1m 27.284s	1m 27.474s
5. Mansell	Williams Racing Team	Williams-Honda FW10/02 (T: FW09/8)	1m 26.459s	1m 23.594s
6. Rosberg	Williams Racing Team	Williams Honda FW10/01	1m 59.178s	1m 21.904s
7. Piquet	Brabham MRD	Brabham-BMW BT54/3 (T: BT54/4)	1m 25.580s	1m 23.618s
8. Hesnault	Brabham MRD	Brabham-BMW BT54N1	1m 46.042s	1m 25.717s
9. Winkelhock	RAM Automotive	RAM-Hart 03/02	1m 34.876s	1m 24.721s
10. Alliot	RAM Automotive	RAM-Hart 03/01	1m 27.430s	1m 26.187s
11. De Angelis	John Player Team Lotus	Lotus-Renault 97T/3 (T: 97T/1)	1m 22.306s	1m 22.159s
12. Senna	John Player Team Lotus	Lotus-Renault 97T/2	1m 21.708s	1m 21.007s
15. Tambay	Equipe Renault Elf	Renault RE60/04 (T: RE60/02)	1m 25.718s	1m 24.111s
16. Warwick	Equipe Renault Elf	Renault RE60/03	1m 24.538s	1m 23.084s
17. Berger	Arrows Racing Team Ltd	Arrows-BMW A8/3 (T: A8/1)	1m 26.154s	1m 24.842s
18. Boutsen	Arrows Racing Team Ltd	Arrows-BMW A8/4	1m 24.747s	1m 26.695s
21. Baldi	Spirit	Spirit-Hart 101D/02	1m 30.231s	1m 28.473s
22. Patrese	Benetton Alfa-Romeo	Alfa Romeo 185T/1 (T: 184T)	1m 24.519s	1m 24.230s
23. Cheever	Benetton Alfa-Romeo	Alfa Romeo 185T/2	1m 24.880s	1m 24.563s
24. Ghinzani	Osella Squadra Corse	Osella Alfa FA1-G 85/02 (T: FA1-G 85/01)	1m 30.855s	—
25. De Cesaris	Ligier Sport	Ligier-Renault JS25/01 (T: JS25/03)	1m 24.723s	1m 23.302s
26. Laffite	Ligier Sport	Ligier-Renault JS25/02	1m 24.943s	1m 26.181s
27. Alboreto	Ferrari SpA	Ferrari 156/85-078 (T: 156/85-079)	1m 23.831s	1m 22.577s
28. Johansson	Ferrari SpA	Ferrari 156/85-080	1m 25.136s	1m 23.652s
29. Martini	Minardi Team SpA	Minardi-Ford M185 001	1m 31.205s	1m 28.596s
30. Palmer	Zakspeed Rennsport	Zakspeed 841/01	1m 28.166s	—



Zakspeed (DPPI)

ON ITS MAIDEN F1 OUTING, THE STRIKINGLY LIVERIED ZAKSPEED AND PALMER MADE A GOOD IMPRESSION AT PORTUGAL

SAN MARINO GRAND PRIX

DE ANGELIS AGAINST ALL ODDS

THIS TITLE IN NO WAY UNDERRATES ELIO'S RACE, BUT RATHER UNDERLINES THE POINTLESSNESS OF THIS YEAR'S FARCICAL SAN MARINO GRAND PRIX. EITHER SENNA OR PROST COULD LEGITIMATELY HAVE CLAIMED THE CROWN IF IT HAD NOT BEEN A MATTER OF WEIGHTS AND MEASURES.

by Patrick Camus

TEAM BY TEAM

Imola is not as specific a circuit as, say, Zeltweg or Monaco but rather stands out for being a moderately fast circuit (average speed of 190 kph/118 mph) where the best compromise has to be found between making use of all the horsepower available through the fast curves, together with perfect aerodynamics on the one hand, and, on the other, powerful brakes coupled with high traction out of the slow corners where minimum throttle lag is of vital importance. Road handling on the car must allow the driver to go through the flat-in-fifth Tamburello curve without easing up on the pedal. The crucial point for any race on the Italian circuit of Imola is fuel consumption. At the 1984 edition of the San Marino GP, many cars ran short of fuel before the race was run and in those days fuel was refrigerated beforehand. There weren't as many modifications as expected on the cars, apart from the special side pod-mounted winglets.

WILLIAMS
Rosberg had a new chassis following his Portuguese incident, the FW10/03, and his previous chassis was used for the spare car. Mansell stuck to the 02. The end of the FW09 era has dawned.

BRABHAM
Bernie and his team are going through rough times! In spite of everything they insist on the fact that their cars are fitted with excellent race tyres but *"We've never been able to prove just how good they are,"* Murray explained. The BMW engine has been playing up, Piquet's more than Hesnault's, and is far from being as reliable as last year's block. Piquet had the BT54/4 chassis, Hesnault the 3 and the 1 was kept for the spare car.

RAM
Winkelhock and Alliot actually had a spare car for the San Marino GP! The Frenchman inherited the latest RAM 03/3, his previous 03/1 was kept for the spare car and Manfred continued to drive his 03/2. Manfred, though, decided he preferred the Frenchman's 03/3 and took it over! There were no important technical changes on the cars, the aerodynamic settings had been slightly modified.

LOTUS
Ducarouge was optimistic even though Lotus have never had a great deal of success at Imola. Despite Senna's winning the Portuguese round, de Angelis was given the first EF15 unit.

RENAULT
It was Warwick's turn to race the EF15. The three RE60s had not been modified since Portugal, apart from the exhaust system.

SPIRIT
The Spirit had a new chassis, similar to the previous one, except that it had been smartly painted in blue, red and white livery. The Italian had the 101/3 chassis.

ALFA ROMEO
Patrese and Cheever were being pampered for the San Marino GP — they had a choice of four chassis, the 184T/03 ajourned 185T and the 185T/1 for the spare car. Patrese had the 185T/3 and the American driver had the 2. Alfa Romeo received their long-awaited Bosch injection system — hence all the chassis, but it was not functioning correctly.

OSELLA
After much promising, the real FA1G/85 (No 2) made its appearance. *"Everything is new,"* said Little Enzo, *"from the nose to the rear wing."* The bodywork was constructed out of a single unit and the radiators were splayed in Toleman fashion. Ghinzani claimed it was fast, but refused to use it for the race as it was bending simply from wind pressure. The spare car, the FA12/85-02, from last year was used for the race.

LIGIER
Michel Tétu did some wind tunnel testing on his cars which resulted in the featuring of Lotus-style winglets to the rear of the side pods. They did not, however, improve on performance figures. The JS23s had not been changed since Portugal. The 04 is due to make an appearance shortly and is expected to weigh 40 kilos less.

FERRARI
René Arnoux had predicted, *"with the modifications that have been planned for the cars at Imola, Alboreto will be invincible."* Changes to the Ferrari had been made all round: the aerodynamics had been improved on, with the fitting of Lotus-style winglets and deflectors, the power plant was a new super V6 featuring twin turbos per cylinder row, the first forcing air into the second, the unit had been tested by Renault during private testing in South Africa over a year ago. Its main advantages include, more horsepower, less throttle lag, lower turbo boost pressure and lower compressed air temperature, lower consumption figures, reduced rotating speed of the turbines etc. Following testing at Fiorano, just as many drawbacks were also, unfortunately, revealed: extra weight, difficulty in adjusting two rows of turbos etc. The Scuderia, therefore, decided to await further development before racing it. The other Italian V6s were featuring a new water injection device.

MINARDI
The long-awaited Chiti V6 finally made it to the San Marino round! There were three different blocks featuring a semi-electronic Lucas-Ferrari injection device. Chassis 185/01 was used for the race, 001 (ex-Cosworth) for the spare car, but there was no engine under the cover...

Three laps to go, and a 6.4s-lead for race leader Senna. His Lotus's carbon tank ran dry straight after...

There are those who are for and those who are against the strict minimum F1 weights and measures requirements. Generally, those in favour take part in the World Championship, investing vast amounts of money and abide by its rules, respecting them to the letter to avoid eventual sanctions. On the Sunday evening after the San Marino Grand Prix, Alain Prost was still finding it difficult to believe that he'd been disqualified and other drivers that their tanks had run dry. Senna, Prost and Johansson had all taken part in the most thrilling Grand Prix that spectators have witnessed in a long time. During the entire 60-lap race those three drivers kept us on the edge of our seats, tense with anticipation. Except that Imola's reputation for being a "greedy" circuit was sadly confirmed and enhanced by the banning of refrigerated fuel. Despite great progress in electronics, we watched a race where the fastest driver didn't reap the fruit of his efforts, but the most cautious did. The direct contrary to the primary principle behind competitive motorsport ? The rules and regulations are exactly the same for all those competing. Senna and Johansson let their firey enthusiasm run away. Modern F1 race tactics now demand that the drivers no longer think about driving to the best of their abilities but rather with a view to the tyres, boost pressure and the fuel requirements of their engines in order to reach the finish line. Today's modern racing driver should ideally have a mind like calculator and if he's into electronics, so much the better. But is that what racing's really about ?

PROST — IF I'D STOPPED STRAIGHT AFTER THE FINISHING LINE ...

No-one can deny that Prost is still as quick as ever and that when needs be, he can ease up on that right foot pedal. However, the weighing scales at Imola stopped him from climbing up to the top rostrum step. Lotus demonstrated their superiority both during qualifying and the race itself. The young Brazilian shot off from the first slot of the grid and dominated the Grand Prix for the whole of 56 laps. He roller-coasted round the last part of lap 57 leading onto pit straight and watched the remaining three laps from the side-line. Throughout the race he was being continually menaced. To begin with, Alboreto was hounding him for thirteen laps then Prost was out, determined to take the Brazilian by surprise for another thirteen and finally as Ayrton was resisting Johansson, his car began stuttering and came to a halt... At the finish, Ayrton was sure that it was the ignition plate that had been playing up or perhaps the fuel pump. Not that the Lotus fuel tank was dry. *"During qualifying I'd already had similar problems. The car, the tyres and the engine were perfect, a real shame. The only thing that was worrying me was that Prost was a touch quicker than me down the straights. I could have won if..."*

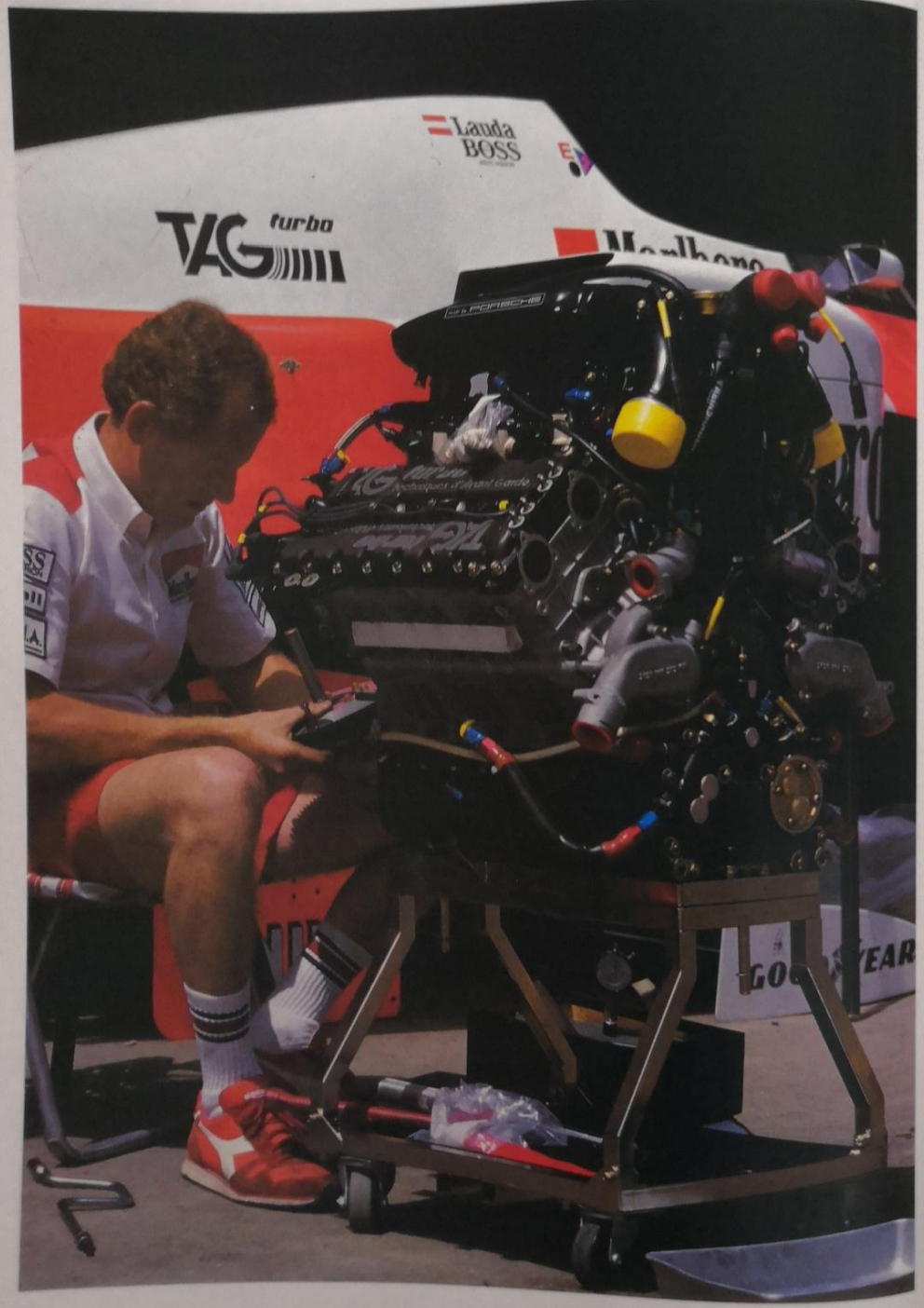
Patrick Tambay (Renault) was entirely unaware that he had finished 3rd.

BOUTSEN — IT'S SO FRUSTRATING FOR A DRIVER TO HAVE TO TURN DOWN THE BOOST...

To every cloud there is a silver lining and the Lotus camp celebrated de Angelis's victory which came unexpectedly as a result of Prost being disqualified. This win can also be ascribed to the fact that his average race speed was down on his team mate's rather than to his EF15 power block. *"I didn't even have to force myself to go easy on the fuel,"* the Italian admitted. *"The turbo boost pressure suddenly went and during the closing laps, I turned the knob up to get more, but then the brakes began fading with only three laps to the flag."* He just made it ; the marshals reported that a total of 2 litres of fuel were left in his carbon tank !
Similarly to Senna, Prost had to energetically ward off his assailants on numerous occasions and carve his way up to the front. He chased Alboreto for 3rd place throughout 22 laps, and it took him 15 more to catch Senna and challenge his leadership. That was the point at which he realised that if he wanted to finish in the points, he'd have to slow down. *"I don't understand what happened. Perhaps the engine burned more oil than originally planned. In fact, if I'd stopped straight after the finishing line instead of carrying on, I would have had the necessary two or three litres in my tank for the weighing-in and my car would have been conform... When I got behind Senna, I tried to get past and then I began thinking about the final laps. In 1984, the Renault had run out of fuel and considering the speed at which Senna was driving, I knew there was no way he'd finish the race. So I lowered the turbo pressure and programmed the onboard computer so that there'd be a couple of litres, of fuel left in the tank at the end, enough for the post-race lap of honour."* The litre was consumed and Prost hitched a lift from Tambay to get back to the paddock. Once all the traditional winner's interviews were over, it was announced that his red and white McLaren only weighed 538 kilos. *"Just before the warm-up, on Sunday morning we asked if we could weigh the cars, but the marshals refused. In my opinion, all the cars were under their usual weight, and some readjusting ought to be done. All I can say is that I'm really surprised that a team like McLaren who abide strictly by rules should let this happen. It's so frustrating and it's always the driver who suffers most in a situation like this. I'm sure all those whose tanks ran dry must be feeling exactly the same way I do. I still don't see why Senna bolted off so fast..."*

TAMBAY — IT WAS A MATTER OF THINKING CAREFULLY RATHER THAN RACING.

De Angelis was philosophical about his win, whereas Boutsen and Tambay had been promoted from even further down. *"There I was fighting with the likes of Piquet, Alboreto and Mansell ! It goes without saying that I was thinking about fuel consumption and I had the onboard computer to help me for the first time. The engine was dead when I rolled over*



the finish line! It's so frustrating for a driver to have to turn down the boost pressure knob and force himself to drive more slowly in a Grand Prix, especially when you're out there embroiled in a dice," Boutsen said.

Tambay couldn't believe that he had scored four points. *"I had memories of 1984 to help me ease up. As early on as lap 30, I'd already turned down the boost pressure. It was obvious that at that speed, Senna would never make it to the end. I knew if I hung on patiently that he would eventually drop out and I'd move up a spot. De Angelis, on the other hand, acted extremely wisely, that was the only way to finish. The race for me was not an exciting one at all. I found it really long. We didn't get a chance to use driving skills, it was a matter of thinking carefully rather than racing."*

FRIDAY

"Renato, sei ancora il più forte!" cried out a voice from the mass of spectators opposite the pits. Someone had spotted René Arnoux standing not far from the Ferrari pits, his hands in his pockets looking happy and calm as he watched the afternoon practice session. But his facial muscles tightened as the Ferrari No 28 thundered down pit lane and then relaxed as its identical twin followed. Amist the whirr of video cameras and photographers clicking away he said, *"I'm more concerned about the No 27, Michele, a friend is at the wheel. The other car is now part of my past. It's up to Ferrari, not me to give the exact reasons behind my leaving. My leg wasn't bothering me at all. I hope that I'll be racing again, and soon. I've been having talks with various top teams. Piccinini isn't the only manager in F1 to make contracts that can be broken from one day to the next, you know. I still respect Ferrari, and I always will, but after all that I've been through, I can't say that I still feel the same way I once did. Ferrari is not quite the dream that everyone believes in."*

ARNOUX — FERRARI IS NOT QUITE THE DREAM THAT EVERYONE BELIEVES IN

Arnoux will definitely be back very soon in F1. Frank Williams even contacted him to perhaps replace Rosberg at San Marino as the Finn was suffering from a painful wrist following his off at Portugal. René refused. *"I still want to race as much as I ever did, but I won't accept being a substitute driver."*

Ferrari's results at the end of the first qualifying session weren't as good as the Commandatore had hoped for — 2nd time for Alboreto and 11th for Johansson. *"There's no way I can improve on my time. The car's been prepared for the race, not for putting in pole position."* Although that was, of course, what the Italian was aiming at, only to be thwarted in his attempt by the recently confirmed specialist in the matter, Ayrton Senna from Brazil, in the V6 Renault-engined Lotus chassis fitted with soft race tyres. Senna lapped the circuit in 1m 27.589s. Alboreto on qualifying rubber pushed the Ferrari to achieve a time of 1m 27.871s. Good, but not good enough.

Even former lap record holder Nelson Piquet only managed a 1m 29.427s, a second shy of his 1984 time, which put him in 8th position. *"I'm that far down, am I?"* Piquet smiled. *"There's so much horsepower under the cover, it's incredible."* Never once did he say anything against the tyres, the main reason behind his "mediocre" times. Ligier, too, were experiencing the same problems.

The McLaren gang were in fairly high spirits. Prost and Lauda were on the 4th and 7th grid slots. The reigning world title holder had been held up with gearbox problems and for the little Frenchman, it had been the brakes.

De Angelis and Tambay, on the other hand, were feeling anything but pleased. The turbo on Elio's EF4b had blown and he'd resorted to his usual single

Despite being kept in check by the onboard computer to take the chequered flag, Prost's McLaren was 2 kilos underweight, the equivalent of 3 litres of fuel.

SATURDAY, SENNA BETTER THAN EVER!

seater fitted with a new EF15 for the race. The compression rates and boost pressure had been adjusted accordingly, which meant he was left powerless to improve on his previous qualifying time. Tambay had committed a grave error which he owned up to. *"Just as I was about to turn into the Tosca hairpin, I made a mistake. Perhaps the brakes hadn't reached their ideal working temperature. Anyway, I slid off the track and into the sandy run-off area, from where I watched the rest of the session! I didn't even get a chance to go out on qualies as the spare car had been fitted with the race EF15 engine."*

Out of the four Alfas that had been brought over to San Marino, three were out of action and had been disassembled in the pits. Patrese and Cheever took turns to qualify in the spare car.

Mr Ferrari must have spent a sleepless night before race day as visions of the black and gold Lotus and then Rosberg's Williams flashed through his mind. The Finn had been deprived of practice during the whole of the previous morning because of a blown engine and then malfunctionning turbos on the spare car. For some obscure reason the track was faster on Saturday than the day before, and Rosberg was an extremely determined man! He went out to put in a scorching 1m 27.640s on his first set of tyres. Senna, not to be outdone, replied with an ever better 1m 27.327s, only to see Rosberg improve on his own time by 0.286s. But it was not enough to beat Senna who remained as stoical as ever, his yellow helmet contrasting sharply with his black Lotus as he sat staring ahead without even loosening his harness or helmet strap.

PROST — IF IT RAINS IT'S GOING TO BE A 1-2 FOR LOTUS

A light drizzle dampened the track making the last few minutes hazardous for those, like the McLaren team, who had waited until the last possible moment before going out. Lauda's engine had gone during the morning session and he'd only had time to put in one fast lap before the track became moist. Team mate Prost had asked for the small turbos to be replaced by larger ones between the two sessions, but he still didn't go out to get that pole. *"This isn't Monaco. Starting from the first line is not as important here, there are lots of overtaking places. I was concentrating on finding the best set-up for the race. If it rains, it's going to be a 1-2 for Lotus."* Not over optimistic the usually cheerful little Frenchman!

The Lotus pair were in front of Prost as well as Rosberg, Boutsen, and Alboreto. The Ferrari driver had dropped back to 4th fastest because, *"On my first set of tyres, an exhaust manifold broke and on the second it was raining."* Ferrari's hopes of doing well on his home-circuit, were dwindling...

Behind the pace-setters, quite a lot was happening. Britisher Martin Brundle had come out unscathed after a particularly violent off at Tosa during untimed practice. Hesnault's Brabham had been fitted with a mobile camera but he had managed to drive his smart BMW-engined racing car into the guard rails for some strange reason, the track not being particularly difficult at that point. The camera filmed the whole scene. The Englishman put down his off to the brakes being short of stopping power, whereas the Frenchman said, *"The car suddenly broke away and I lost control. Perhaps something broke..."*

Carlo Chiti had his bulky engine ready for the San Marino Grand Prix and his car was on the 19th slot of the grid. The Italian engineer apparent ly had as little trouble creating his engine as a plate of spaghetti — and it was just as well! Massacesi, the big boss at Alfa Romeo sent a telegram which arrived on Friday evening. Zakspeed were again present with their red and white single seater driver by Jonathan Palmer, the 28-year old from Hampshire. Zakspeed designer Paul Brown and engineer Helmut Barth could well look pleased with their 17th grid position.

Was it going to be rain or sunshine? It looked very much as though it would be another wet Grand Prix, but the weathermen had forecast a dry one, and a dry one it was. The thirty-minute morning warm-up session was indeed dry except for the last few minutes. Alain Prost put in the fastest lap time. A good omen for the plucky Frenchman, Warwick, on the other hand, had discovered his injection system on the EF15 wasn't functioning correctly and Tambay was fighting his way round with the turbo pressure progressively diminishing. The Renault mechanics assembled a fresh power plant for the race.

Making the right tyre choice was as difficult as ever. Pirelli-shod teams opted to fit 4s (soft race rubber), Goodyear teams AA (very hard) to the rear right wheel and 8s (soft race rubber) to the other three. Pit stops were on the agenda.

Senna surged away effortlessly from the line to take command as soon as the red light flicked to green. Slot neighbour Rosberg's reflexes were just as sharp as the Brazilian's but his highly strung Japanese engine, more delicate to coax into a bolt. De Angelis seized the opportunity he was offered to follow his new team mate into the first turn, with Alboreto, Prost and then Rosberg close on their tails. Fighting hard for order came a pack led by Mansell, ahead of Lauda, Piquet, Berger, Tambay, Cheever and de Cesaris, but the Lotus pair had already majestically outdistanced their rivals and at the end of the first two opening laps, they'd already built up a solid 2s-cushion.

Alboreto and Prost, meanwhile, were engaged in a fierce tussle. Rosberg had attempted to join in, but decided to leave them to it. A 4s-gap separated him from Mansell, Lauda and Piquet. The second Williams was decidedly down on power compared with the Finn's and behind Nigel, Boutsen and Cheever had latched onto the Lauda-Piquet train to form a seemingly irritable pack, as they hounded the Britisher continuously. Lauda and Piquet finally managed to get round the yellow car on lap 5, leaving the trio to sort themselves out. Lauda meanwhile, was taking part in the kind of challenge he loves — chase the leaders with a handicap. By lap 6, he'd already made short work of Rosberg and on lap 8, Prost was in his sights and he was closing in. His 10.90s-gap on lap 6 went down to 9.60s and then to 9.05s. The pack was settling down to form an increasingly longer file of cars. Berger and Patrese had already retired on lap 5. Bellof and Hesnault did likewise shortly afterwards. Then Baldi.

The forerunners were busy, much to the delight of the vast crowds that had turned up. The Lotus pair was still in command of proceedings as Elio pursued his team mate and Alboreto and Prost were battling hard. Alain got his head down to forge his way past, diving first to the left and then to the right. Nothing doing. The Ferrari driver was determined not to let go and the red and white McLaren was even forced wide onto the grass! Alboreto was obliged to lengthen his stride and on lap 9 he was hiding under the wing of de Angelis's Lotus. On the next lap he sailed serenely past the black and gold car to wrest, the runner-up spot, which had the crowds yelling more enthusiastically than ever! Prost played for time and ran round de Angelis two laps later. At the end of lap 12, Senna was leading Alboreto, Prost and de Angelis, tightly bunched together. Lauda was on his own, 8.20s behind the furious protagonists and Rosberg on his own, too, was 23.68s behind. A snarling quartet was yapping its way 7s behind the Finn. Mansell was baring his teeth at Cheever, Johansson and Boutsen as they persistently tried to edge their way past. The Britisher was not going to let them through. The new Maranello driver from Sweden was in 9th position and had bravely carved his way up through the field. His enthusiasm was plain to see. On lap 13, he'd worked up enough adrenalin to muscle his way past Cheever, leaving the door wide open for Boutsen who shot through, and past the bewildered Cheever. A lap later, Stefan finally succeeded in beating Mansell at his own game and began to chase Rosberg only 5s in front of the Ferrari. The gap soon narrowed to 3s and on lap 18, the Swede dived past the Finn brilliantly. The grandstands burst, into cheers and shouts of encouragement. It didn't matter if the driver was blond and from Sweden, the car was red and Italian!

20 LAPS

Senna 31m 25.102s; Alboreto 31m 26.006s; Prost 31m 27.113s; Lauda 31m 31.763s; de Angelis 31m 37.919s; Johansson 31m 56.285s; Rosberg 31m 58.813s; Mansell 31m 13.834s; Boutsen 32; 14.486s; Cheever 32m 15.307s; Piquet 32m 18.324s; Tambay 32m 22.635s; Laffite 32m 23.280s; Warwick 32m 29.870s; Winkelhock 19 laps; Brundle 19 laps; Alliot 18 laps.

Within a lap, Rosberg was left trailing. What was the ultra-competitive Swede going to fix his sights on now, Lauda? That was out of the question for the moment, the Austrian had already passed de Angelis. The Italian had eased up on the pedal and was 0.3s-0.4s slower, giving the McLaren the chance to gain on the leading trio. Senna had been informed about his team mate slowing. He too, would have liked to ease up on the pace, but how could he with Alboreto and Prost snapping at his heels? This was a Grand Prix and he defended himself from his Italian assailant. On lap 21, Prost was quick to seize an opportunity to get past Alboreto when one of the Ferrari attempts to get past Senna were foiled and the Frenchman moved up into 2nd position for all of 50 yards. Alboreto, promptly grabbed back his rightful place behind Senna and then his car suddenly and unexpectedly slowed in the next turn. The Italian went back to the pits to get the ignition plate changed and then again on the next lap to get the battery changed. He was forced to call it a day, the alternator had blown! What a race though! Grands Prix last year were never as exciting and his heroic fight will be one to be remembered.

Alain Prost was 3.64s behind race leader Senna, Lauda 5.80s and de Angelis 16.43s. Rosberg had retired with brake failure, the injection on Laffite's Ligier had gone haywire and a small fire had broken out. Johansson, as keen as ever, was slowly but surely reeling in de Angelis. If Senna had any hopes of lessening the pressure on his right front pedal, that was without reckoning with Prost, who was hauling in the Brazilian, and fast. 3.64s on lap 24, to 1.68s on lap 26 and practically 0 on lap 28. Yet another superb and epic duel was up on the cards. It was every bit just as intense and gripping as the previous one. The two cars were locked together in wheel-to-wheel fighting as both thrusted to the left and then to the right.

Ayrton Senna (Lotus No 12) first through Tosa with future winner de Angelis shielding him from Alboreto (Ferrari No 27). Prost, Rosberg and Mansell follow in hot pursuit.

De Cesaris caught backing his Ligier into the guard rails at Tosa.

Johansson (Ferrari No 28) turned on the tifosi when he led momentarily during his second GP with the Italian team.

Prost finally managed to grasp the lead on lap 32, but he was on the wrong line in the following turn and Senna snatched back command. The McLaren harried the Brazilian as hard as he knew how, but there was no way Senna was going to let himself be pushed into making the slightest error. Prost was held up by Tambay as he was about to lap him and lost 2s. On lap 35, the gap had narrowed to 1.22s. Then Prost began slowing and the gap slowly widened. Was the Frenchman worried that the ever-darkening clouds would break? Had the engine bogged down? What was wrong?

For no apparent reason, Senna's cushion increased steadily from 4.05s, to 5.23s, to 7.04s on lap 43, 8.52s on lap 45. Prost was busy studying his onboard computer which had informed him exactly how much fuel he had left to finish the race. Not enough if he didn't ease up on the throttle.

Elio wasn't feeling too confident, his rear view mirrors were full of Lauda and Johansson, until Lauda, too, lowered his turbo boost pressure. The Swede gobbled up Lauda in one fell swoop and zoomed up behind the Lotus No 11. Elio resisted, but not for long, there wasn't much point. The red Ferrari was flying along and pecking its way up through the field. He surrendered his third position on lap 50. Now what? Prost? Why not! On lap 54, Stefan flew past a passive Prost. De Angelis was also thinking ahead not only to his car running out fuel, but of the likelihood of his rivals' cars' tanks emptying. The closing five minutes of the San Marino GP proved his reasoning to be well-founded.

Dramatically, it was race leader Senna who was the first to coast to a halt in front of his pits, weaving from side to side across the track in a vain attempt to swill any drops out of the tank. There were none to swill. Stefan Johansson was established as the race leader!

The 150,000 spectators were going wild with excitement. Was it really happening? After a mere 500 yards, the Ferrari's engine was dead and came to rest along the track side. Prost, then was leading? Yes, so that was the reason behind his slowing down. Well played, Alain. Cars were lying strewn round the track, Cheever's, Piquet's, Ghinzani's...

40 LAPS

Senna 1 hour 02m 26.390s; Prost 1 hour 02m 29.414s; de Angelis 1 hour 02m 41.466s; Johansson 1 hour 02m 43.489s; Lauda 1 hour 02m 55.360s; Piquet 1 hour 02m 48.211s; Boutsen 1 hour 03m 58.829s; Mansell 39 laps; Cheever 39 laps; Tambay 39 laps; Warwick 39 laps; Brundle 38 laps

Behind Prost came de Angelis, Boutsen and Tambay, who had been having a quiet race in 10th position. But, more cars were yet to drop out, this time Mansell began zigzagging across the road, but just made it past the post before his engine died. De Angelis padded his way past the chequered flag and Boutsen roller-coasted his way to the line and had to get out of the Arrows to push it over the line.

This farcical edition of the San Marino Grand Prix was over, but not for everyone. The race marshals and Clerk of the Course asked for the final results to be suspended until the cars had been weighed. Prost, the cleverest had played his cards just right. But, he hadn't reckoned on the joker of the pack.

LAP BY LAP

F1: SAN MARINO GP

GRID POS.	12	6	11	27	18	2	5	1	7	17	15	23	25	16	28	26	30	22	29	8	10	24	9	4	3	21
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
LAP																										
1	12	11	27	2	6	5	1	23	18	7	25	17	22	15	28	16	26	4	3	10	24	29	9	8	21	
2	12	11	27	2	6	5	1	7	18	23	25	22	17	28	15	16	26	4	3	10	24	9	29	8	21	
3	12	11	27	2	6	5	7	1	18	23	25	22	17	28	15	16	26	4	10	3	24	9	8	29	21	
4	12	11	27	2	6	5	1	7	23	18	25	28	17	22	15	26	16	10	24	9	3	8	29	21	4	
5	12	11	27	2	6	1	7	5	23	18	25	28	15	26	16	10	24	9	3	8	29	21				
6	12	11	27	2	1	6	7	5	23	18	25	28	15	26	16	10	24	9	3	29	21					
7	12	11	27	2	1	7	6	5	23	18	25	28	15	26	16	10	9	24	3	29	21					
8	12	11	27	2	1	7	6	5	23	18	25	28	15	26	16	10	9	24	3	10						
9	12	11	27	2	1	7	6	5	23	18	28	25	15	26	16	10	9	24	3	10						
10	12	11	27	2	1	7	6	5	23	18	28	25	15	26	16	9	24	3	29							
11	12	27	11	2	1	6	5	23	28	18	15	7	26	16	9	24	3	29	25							
12	12	27	2	11	1	6	5	23	28	18	15	26	7	16	9	24	3	29	10							
13	12	27	2	11	1	6	5	28	18	23	15	26	7	16	9	3	29	10	24							
14	12	27	2	11	1	6	28	5	18	23	15	26	7	16	9	3	29	10	24							
15	12	27	2	11	1	6	28	5	18	23	15	26	7	16	9	3	10	24								
16	12	27	2	11	1	6	28	5	18	23	15	26	7	16	9	3	10	24								
17	12	27	2	1	11	6	28	5	18	23	15	26	7	16	9	3	10	24								
18	12	27	2	1	11	6	28	5	18	23	15	7	26	16	9	3	10	24								
19	12	27	2	1	11	28	6	5	18	23	7	15	26	16	9	3	10	24								
20	12	27	2	1	11	28	6	5	18	23	7	15	26	16	9	3	10	24								
21	12	27	2	1	11	28	6	5	18	23	7	15	26	16	9	3	10	24								
22	12	27	2	1	11	28	6	5	18	7	23	15	26	16	9	3	10	24								
23	12	2	27	1	11	28	6	5	7	18	23	15	16	9	3	10	24									
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27	12	2	1	11	28	7	5	18	23	15	16	9	3	27	24											
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39	12	2	11	28	1	7	18	5	23	15	16	3	24													
40	12	2	11	28	1	7	18	5	23	15	16	3	24													
41	12	2	11	28	1	7	18	5	23	15	3	16	24													
42	12	2	11	28	1	7	18	5	23	15	3	16	24													
43	12	2	11	28	1	7	18	5	23	15	3	16	24													
44	12	2	11	28	1	18	7	5	23	15	3	16	24													
45	12	2	11	28	1	18	7	5	23	15	3	16	24													
46	12	2	11	28	1	18	7	5	23	15	3	16	24													
47	12	2	11	28	1	18	7	5	23	15	3	16														
48	12	2	11	28	1	18	7	5	15	23	3	16														
49	12	2	11	28	1	7	18	5	15	23	3	16														
50	12	2	28	11	1	7	18	5	15	23	3	16														
51	12	2	28	11	1	7	18	5	15	3	16															
52	12	2	28	11	7	1	18	5	15	3	16															
53	12	2	28	11	7	18	1	15	5	3	16															
54	12	28	2	11	7	18	1	15	5	3	16															
55	12	28	2	11	7	18	1	15	5	3	16															
56	12	28	2	11	7	18	1	15	5	3	16															
57	28	2	12	11	7	18	1	15	5																	
58	2	11	18	15	1	5																				
59	2	11	18	15	1																					
60	2	11																								

■ Starting grid position
□ On leader's lap
□ 1 lap or more behind leader
■ Pit stop
■ Retired

AUTODROMO DINO FERRARI, IMOLA

STATISTICS

SAN MARINO GRAND PRIX

Round three of the 1985 F1 World Championship.
Date: May 4, 1985.
Circuit: Imola.
Track Length: 5.040 km/3.132 miles.
Race Distance: 60 laps or 302.40 km/187.90 miles.
Weather: Warm and dry.
Attendance: 150,000.
Qualifying: 26; **Qualified:** 26; **Starters:** 25; **Finishers:** 7; **Classified:** 10.

FOR THE RECORD

New chassis for Williams, RAM, Alfa Romeo and Spirit • Osella presented its modified FA1G/85 • Maiden GP for the Carlo Chiti V6 turbo engine on the Minardi • The Alfa V8 featured Bosch electronic injection during qualifying • The Ligiers were fitted with Lotus-type side pod-mounted winglets • Johansson, Boutsen and Lauda scored their first points of the 1985 F1 World Championship • A number of cars ran out of fuel • The winner, Prost, was disqualified as his car was 2 kilos under the minimum weight limit.

RACE LEADERS

Laps 1-56: Senna
Lap 57: Johansson
Laps 58-60: Prost

THEIR FASTEST LAPS

Alboreto	1m 30.961s	Alliot	1m 35.013s
Johansson	1m 31.017s	Lafitte	1m 35.245s
De Angelis	1m 31.411s	De Cesaris	1m 35.856s
Piquet	1m 31.424s	Berger	1m 36.239s
Senna	1m 31.549s	Patrese	1m 36.422s
Prost	1m 31.925s	Winkelhock	1m 36.708s
Lauda	1m 32.198s	Ghinzani	1m 36.858s
Boutsen	1m 33.448s	Brundle	1m 37.887s
Tambay	1m 33.514s	Martini	1m 38.203s
Warwick	1m 33.702s	Bellof	1m 38.437s
Mansell	1m 33.891s	Hesnault	1m 38.906s
Rosberg	1m 34.084s	Baldi	1m 39.686s
Cheever	1m 34.128s		

RESULTS

1. **De Angelis (Lotus Renault 97T) 60 laps or 302.4 km/187.9 miles in 1 hour 34m 35.955s, at an average speed of 191.80 kph/120.869 mph.**
2. Boutsen (Arrows-BMW) 1 hour 34m 35.955s.
3. Tambay (Renault RE60) 1 hour 34m 54.967s.
4. Lauda (McLaren TAG MP4) 1 hour 35m 06.399s.
5. Mansell (Williams-Honda FW10) 59 laps.
6. Johansson (Ferrari 156/85) 58 laps.
7. Senna (Lotus-Renault 97T) 58 laps.
8. Piquet (Brabham-BMW BT54) 58 laps.
9. Brundle (Tyrrell-Ford 012) 57 laps.
10. Warwick (Renault RE60) 57 laps.

Race lap record: Alboreto (Ferrari 156/85) in 1m 30.961s at an average speed of 199.47 kph/124.668 mph.
Previous lap record: Piquet (Brabham BT53) 1m 33.275s at an average speed of 194.521 mph/120.889 mph.
Prost (McLaren TAG/MP4) completed the 60 laps in 1 hour 33m 57.188s at an average speed of 193.119 kph/120.699 mph and was first to cross the finish line only to be disqualified as his car did not weigh in at the minimum weight requirement of 540 kilos, but at 538 kilos.

STARTING GRID

Senna Lotus/Renault 97T 1m 27.327s	Rosberg Williams/Honda FW10 1m 27.354s
De Angelis Lotus/Renault 97 T 1m 27.852s	Alboreto Ferrari 156/85 1m 27.871
Boutsen Arrows/BMW A8 1m 27.918s	Prost McLaren/TAG MPR 1m 28.099s
Mansell Williams/Honda FW10 1m 28.202s	Lauda McLaren/TAG MP4 1m 28.399s
Piquet Brabham/BMW BT54 1m 28.489s	Berger Arrows/BMW A8 1m 28.697s
Tambay Renault RE 60 1m 29.102s	Cheever Alfa Romeo 185T 1m 29.259s
De Cesaris Ligier/Renault JS25 1m 29.406s	Warwick Renault RE60 1m 29.466s
Johansson Ferrari 156/85 1m 29.806s	Laffite Ligier/Renaut JS25 1m 30.982s
Palmer Zakspeed 841 1m 31.028s	Patrese Alfa Romeo 185T 1m 31.108s
Martini Minardi/Moderne Chiti 1m 32.770s	Hesnault Brabham/BMW BT54 1m 33.160s
Alliot RAM/Hart 03 1m 34.201s	Ghinzani Osella Alfa FA1 1m 34.209s
Winkelhock RAM/Hart 03 1m 34.579s	Bellof Tyrrell/Ford 1m 35.653s
Brundle Tyrrell/Ford 012 1m 36.397s	Baldi Spirit/Hart 1m 36.922s

PIT STOPS

Lap 4: **Bellof:** check engine; lap 5: **Baldi:** tyres and plug check; lap 11: **de Cesaris:** changed tyres; lap 13: **Ghinzani:** repairs to gear selector; lap 24: **Alboreto:** changed ignition box; lap 25: **Alboreto:** battery; lap 25: **Warwick:** punctured tyre; lap 41: **Warwick:** changed injection pick-up; lap 46: **Brundle:** tyres.

RETIREMENTS

Did not start: **Palmer**, engine.
Lap 5: **Berger**, electrics; **Patrese:** turbo; lap 6: **Hesnault:** spin; **Bellof:** engine; lap 10: **Baldi:** engine; **de Cesaris:** brake failure, off; lap 15: **Martini:** turbo boost pressure valve; lap 23: **Laffite:** injection; lap 24: **Rosberg:** throttle cable; lap 25: **Alliot:** engine; lap 28: **Winkelhock:** engine; lap 29: **Alboreto:** alternator; lap 47: **Ghinzani:** out of fuel; lap 51: **Cheever:** out of fuel; lap 58: **Johansson:** out of fuel; **Senna:** out of fuel; **Piquet:** out of fuel.

DRIVERS' WORLD CHAMPIONSHIP POINTS

(After Brazilian, Portuguese and San Marino Grands Prix)

1. **De Angelis**	**4**	**+3**	**+9**	**=**	**16**
2. Alboreto	6	+6	+0	=	12
3. Tambay	2	+4	+4	=	10
4. Prost	9	+0	+0	=	9
Senna	0	+9	+0	=	9
6. Boutsen	0	+0	+6	=	6
7. Mansell	0	+2	+2	=	4
8. Lauda	0	+0	+3	=	3
Arnoux	3	+0	+0	=	3
10. Laffite	1	+0	+0	=	1
Bellof	—	+1	+0	=	1
Johansson	0	+0	+1	=	1

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

1. **Lotus**	**4**	**+12**	**+9**	**=**	**25**
2. Ferrari	9	+ 6	+1	=	16
3. McLaren	9	+ 0	+3	=	12
4. Reanult	2	+ 4	+4	=	10
5. Arrows	0	+ 0	+6	=	6
6. Williams	0	+ 2	+2	=	4
7. Ligier	1	+ 0	+0	=	1
8. Tyrrell	0	+ 1	+0	=	1

PREVIOUS WINNERS

(Last four editions)
1984: **Prost** (McLaren TAG MP4-2)
1981: **Tambay** (Ferrari 125 C2B)
1982: **Pironi** (Ferrari 126 C2)
1983: **Piquet** (Brabham BT 49C)

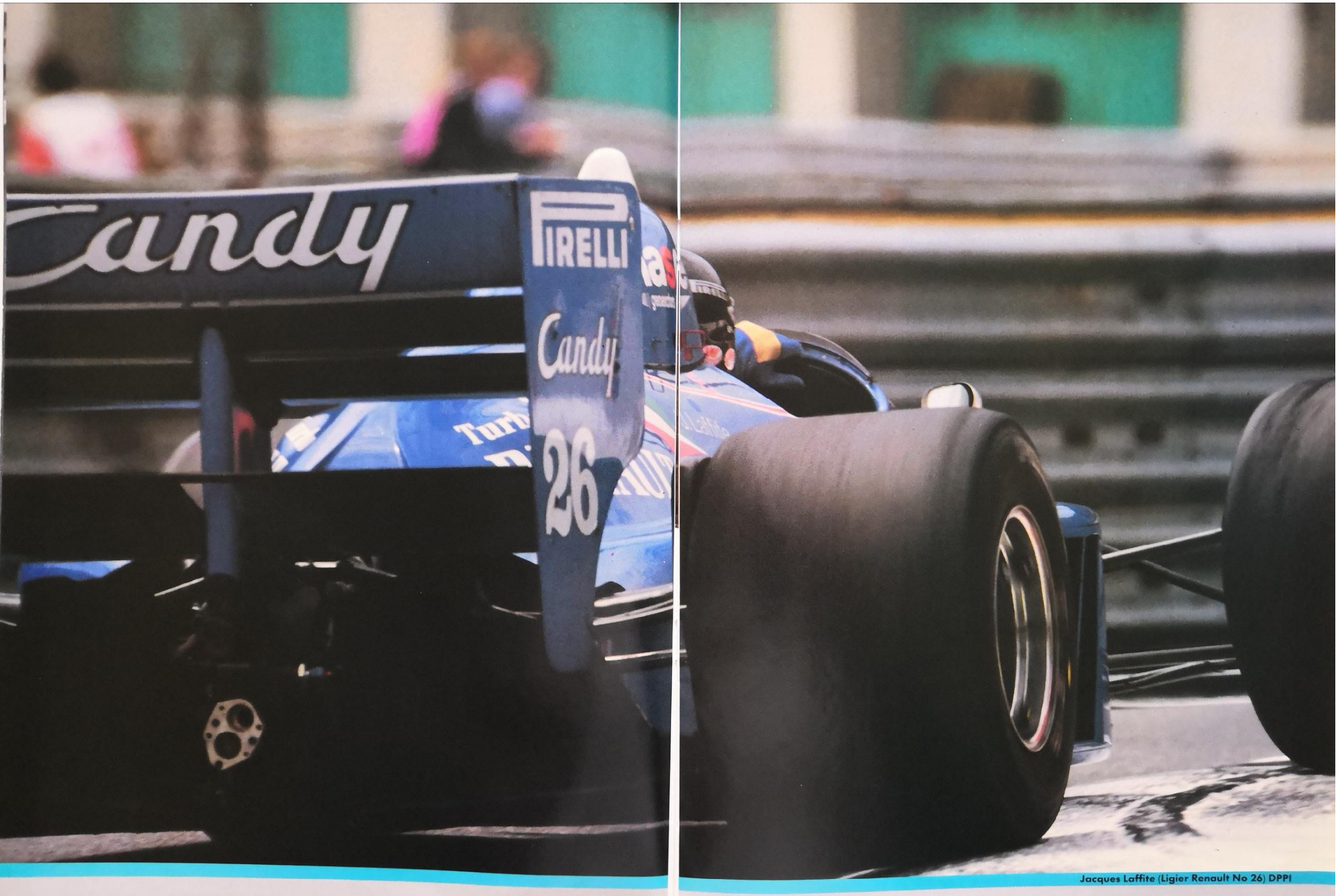
DRIVERS	TEAMS	CARS	QUALIFYING TIMES	
1. Lauda	McLaren International	McLaren-TAG/MP4-2B/01 (T/MP4-2B/03)	**1m 29.413s**	1m 28.399s
2. Prost	McLaren International	McLaren-TAG/MP4-2B/02	**1m 28.604s**	1m 28.099s
3. Brundle	Tyrrell Ltd	Tyrrell-Ford 0 12/16 (T: 0 12/15)	**1m 36.397s**	1m 36.663s
4. Bellof	Tyrrell Ltd	Tyrrell-Ford 0 12/7	1m 35.774s	**1m 35.653s**
5. Mansell	Williams Racing Team	Williams-Honda FW 10/02 (T: FW 01)	1m 29 .756s	**1m 28.202s**
6. Rosberg	Williams Racing Team	Williams-Honda FW 10/03	1m 28.347s	**1m 27.354s**
7. Piquet	Brabham MRD	Brabham-BMW BT54/4 (T: BT54/3)	1m 29.427s	**1m 28.489s**
8. Hesnault	Brabham MRD	Brabham-BMW BT54/01	**1m 33.142s**	1m 33.160s
9. Winkelhock	RAM Automotive	RAM-Hart 03/02 (T: 03/1)	1m 34.936s	**1m 34.579s**
10. Alliot	RAM Automotive	RAM-Hart 03/03	**1m 34.201s**	2m 05.041s
11. De Angelis	John Player Team Lotus	Lotus-Renault 97T (T: 97T/1)	1m 30.325s	**1m 27.852s**
12. Senna	John Player Team Lotus	Lotus-Renault 97T/2	1m 27.589s	**1m 27.327s**
15. Tambay	Equipe Renault Elf	Renault RE60/04 (T: RE60/02)	1m 30.201s	**1m 29.102s**
16. Warwick	Equipe Renault Elf	Renault RE60/03	1m 30.440s	**1m 29.466s**
17. Berger	Arrows Racing Team	Arrows-BMW A8/3 (T: A8/1)	**1m 28.697s**	1m 29.654s
18. Boutsen	Arrows Racing Team Ltd	Arrows-BMW A8/4	1m 28.829s	**1m 27.918s**
21. Baldi	Spirit	Spirit-Hart 10 1B/3	**1m 36.922s**	1m 38.235s
22. Patrese	Benetton Alfa-Romeo	Alfa Romeo 185T/3 (T: 185T/1-184-T/3)	1m 31.388s	**1m 31.108s**
23. Cheever	Benetton Alfa-Romeo	Alfa Romeo 185T/2	1m 30.605s	**1m 29.259s**
24. Ghinzani	Osella Squadra Corse	Osella Alfa FA1-G/85-2 (T: FA1-G)	1m 34.974s	**1m 34.209s**
25. De Cesaris	Ligier Sport	Ligier-Renault JS25/01 (T: JS25/03)	1m 30.339s	**1m 29.406s**
26. Lafitte	Ligier Sport	Ligier-Renault JS25/02	1m 31.625s	**1m 30.982s**
27. Alboretto	Ferrari SpA	Ferrari 156/85-078 (T: 156/85-079)	**1m 27.871s**	1m 30.637s
28. Johansson	Ferrari SpA	Ferrari 156/85-080	1m 30.240s	**1m 29.806s**
29. Martini	Minardi Team SpA	Minardi-Moderne/Chiti M 185/002	**1m 32.770**	1m 48.391s
30. Palmer	Zakspeed-Rennsport	Zakspeed 841/01	2m 30.990s	**1m 31.028s**

Ayrton Senna (Lotus Renault) DPPI

56-LAP LEADER SENNA CAME THROUGH A MULTITUDE OF GRIPPING SKIRMISHES TO BE BEATEN BY FUEL CONSUMPTION RULES

Michele Alboreto (Ferrari No 27) DPPI

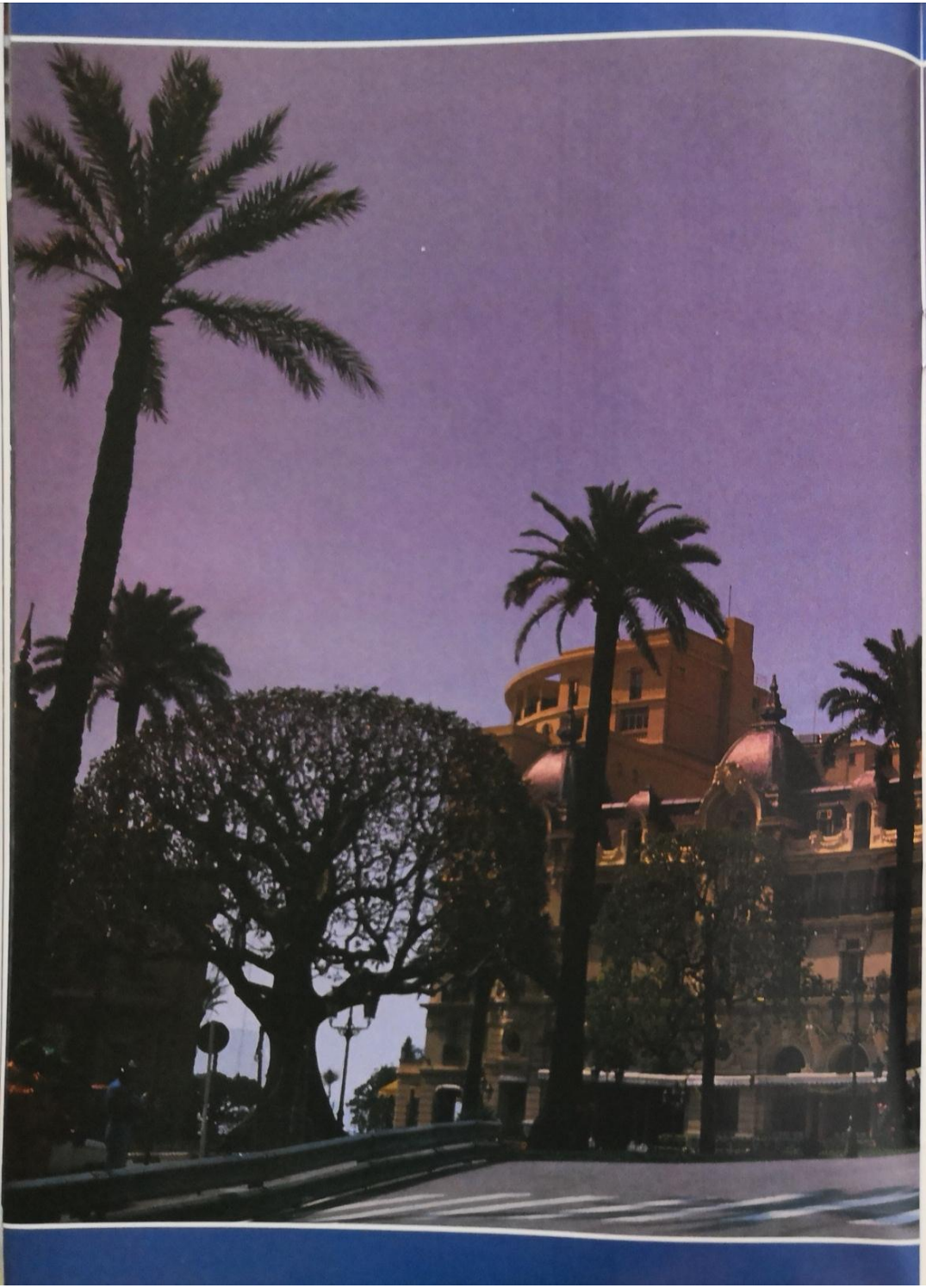
THE ALL-ITALIAN COMBINATION THRILLED THE CROWDS AT THE PRINCIPALITY IN A TERRIFIC RACE AGAINST THE CLOCK

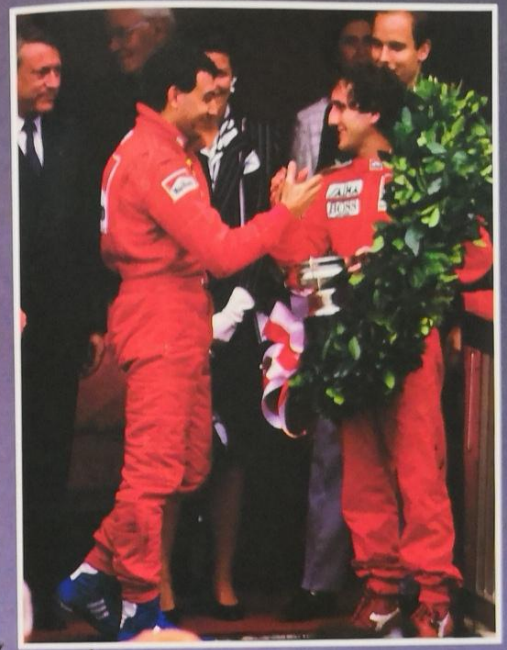


Jacques Laffite (Ligier Renault No 26) DPPI

IT'S BEEN AGES SINCE TWO LIGIERS FINISHED IN THE POINTS, BU

T THEY DID JUST THAT AT MONACO





MONACO GRAND PRIX

PROST SPOT ON

PROST AND ALBORETO PLAYED A LONG AND THRILLING GAME OF TAG WHICH ALTHOUGH IT FINALLY ENDED IN FAVOUR OF THE ROGUISH FRENCHMAN DEMONSTRATED THAT THE FERRARI DRIVER ONLY LOST THE 43rd MONACO GRAND PRIX THROUGH SHEER BAD LUCK.

by Patrick Camus

MCLAREN
For the Monaco round the McLaren team was using the 03 chassis for the spare car. Prost had the 04 and Lauda the 05. No important modifications had been made since Imola. Presumably the weight problem had been seen to so that the cars weighed in 2 kilos heavier.

TYRRELL
Ken Tyrrell has taken possession of his first turbo Renault engine, two weeks ahead of schedule, which means that testing is now underway. If all goes according to plan, the first appearance for the Tyrrell Renaults should be at the French GP in July. The main problem for the British team was to get the normally-aspirated cars onto the starting grid. "*Bellof*", said Ken, "*was the only driver to qualify a non-turbo car last year and he finished the race in 3rd position. If both cars qualify this year, I reckon we might even stand a chance of winning!*"

WILLIAMS
The Williams Canon team brought the three chassis seen at Imola to Monaco, but if required a 4th chassis could be conjured up within a matter of only a few hours. Mansell flew to Japan after the San Marino round to carry out intensive testing on the new version of the Honda V6, the bore and stroke ratio of which has been changed. The new motor should be ready for Spa. Rosberg tested specially adapted turbos for the twisty nature of the Monaco street circuit at the Castellet, two days before the team left for the principality. He is expected to return for further tests after the GP.

BRABHAM
Piquet resorted to using the BT54/3 and Hesnault kept the 54/1 whilst the 05 was kept for the spare car. The main change entailed the fitting of a smaller KKK turbo to improve on engine flexibility. During private testing the reason to Henault's BMW engine continually cutting out at Imola was traced to a faulty connection of the wires behind the dashboard.

RAM
Winkelhock had the 3/3 and Alliot the 1, whilst the 2 was kept for the spare car. Following the plight of engine failures at Imola the RAM team were unable to get in any private testing before Monaco.

LOTUS
The Lotus team went to the French circuit of Nogaro to prepare their cars for the Monaco GP and to test the new 97T/4 chassis which Senna kept for the spare car. The Brazilian opted to keep the 97T/2 for his race car which was fitted this time with the new V6 Renault EF15. De Angelis also had two chassis: the 97T/1 for his spare car and the 97T/3 for the race. You can imagine the effect of all those black and gold Lotuses parked alongside the guard rails during qualifying. Impressive is an understatement! especially in view of the fact that the Monaco pit lane isn't exactly wide!

RENAULT
Four chassis too for the French team: the RE60 04 and 03 for Tambay and Warwick, then the 02 and the 05 as spares. The Frenchman was the one to get the EF15 engine. The yellow and black cars are still sticking to their diets and have been made to lose 15 kilos since their first outing. Something new has been promised for the French GP...

ARROWS
Austrian Gerhart Berger had the A8/3 chassis, Boutsen the 4 and the 1 was kept for the spare car. The Arrows team had fitted a slightly wider rear wing to their cars.

TOLEMAN
At last! First sighting of the Toleman team and their new versions of the TG185. Watson, unfortunately was not present and Teo Fabi is the only driver entered by the team. Benetton have lent their support and the British team had a TG185/03 for the race and a TG185/04 as the spare car. Rory Byrne made good use of the time lost during the "tyre war". His cars are amongst the smartest and best prepared, and great thought has been given to the streamlining. Front suspension features double wishbones operated by pull rods and a lower tierod whilst the rear suspension comprises pushrods with a mini rocker. This rear unit has been mounted very high which has meant that a single piece extractor could be fitted causing no air turbulence. Despite the obvious care that has been taken over the aerodynamics, the Toleman team were unable to test their cars in race configuration as they didn't have the right tyres. On their way to Monaco, Fabi put in approximately 60 laps on the Ricard circuit.

ALFA ROMEO
Patrese and Cheever had three 185Ts. The Italian had the 2 and the American the 3 with the 1 being kept for the spare car. All cars featured 100% Bosch electronic injection devices derived from those fitted to the BMWs and TAG/Porsches with the difference that each row of injectors — 2 per cylinder — were fed separately, each with its own fuel line. This system has not really been designed for an 8-cylinder engine but is really a twin circuit for a 4-cylinder motor.

OSELLA
FA1G/2 for the race and the FA1F/2 for Ghinzani's spare car. Osella still hadn't fitted their cars with a Bosch injection system but had to make do with the old Alfa device.

LIGIER
De Cesaris was really spoilt at Monaco. Not only did he have the EF15 engine but he also had the new JS25 to drive with the 04 chassis, weighing in at a good 25 kilos lighter than its sister cars! Michel Tétu explained, "*The 04 fitted with the V6EF4b in qualifying configuration weighs about 574 kilos. In race configuration with the EF15 it's around the 540-mark. We've had to work on 100 different parts including the shell, rear suspension and the bodywork to lose those 30-odd kilos.*" A good 0.5s per lap have thus been gained. An identical JS25/5 should be ready just after the Monaco GP and Laffite will be at its wheel for the Belgian round. The Frenchman had the JS25 for Monaco, the Italian the 04 and the 02 was kept for the spare car.

FERRARI
The Scuderia also splashed out for Monaco. There was a 156/080T for Alboreto and a 078 for Stefan Johansson and both drivers had their own race cars, the 081 and the 079 respectively. The aerodynamics had been revised and smaller turbos had been fitted. The front suspension had also been anchored differently. Two of the red single seaters will go to the Ricard circuit after Monaco in preparation for the French GP as well as the fast circuits during the second half of the season.

MINARDI
Minardi went to Misano to rehearse for Monaco. Their main concern was to solve the injection problems. The N185/03 was used for the race car and the 01 for the spare car which wasn't in fact operational.

ZAKSPEED
Few modifications had been made to Dr Jonathan Palmer's Zakspeed whilst the team prepare their new and lighter car. Front wind deflectors had been fitted, similar to those first seen on the Lotuses. The suspension springs and roll-over bar were in titanium to cut down on weight. There were a total of five engines for Monaco.

Michele Alboreto (Ferrari No 27) a victim of fate battled brilliantly to a gritty runner-up spot behind Prost, in the god's good books for once.
Alfa Romeo driver Eddie Cheever put the knitwear company's car onto second row of the grid.

ANALYSIS OF THE RACE

Alain Prost was extremely determined to win at Monaco and for two main reasons. Firstly it would mean his second Monaco GP win on the trot and secondly a personal revenge for what happened at Imola. He was a lucky man, though. His McLaren's tank ran out of fuel on the cooling off lap and his car only weighed in at 542 kilos. Two kilos over the minimum authorised weight limit. The Frenchman's victory also made McLaren's claim to the Championship title that much more secure. Alain was also lucky in that he had opted for mixed Goodyear tyres which weren't entirely suited to the new track conditions and his rear wheels slid each time he pushed the throttle pedal down too hard. If he hadn't been hampered by his tyres, he would certainly have driven faster and used more fuel, therefore running dry before the 78 laps were over. GPs are not made of "ifs", but Lady Luck was without a doubt benevolent to Prost on Sunday May 19. Prost's lucky star also made sure that he avoided a number of traps like the oil which was left on the track following the horrific accident between Patrese and Piquet. Lauda was caught out and forced to retire whilst Alboreto, although he too fell into the trap,was able to continue. But he lost the race as a result.

PROST - THE ONE THING I WANTED TO AVOID WAS TO GET MIXED UP IN A FIGHT WITH THE FRONT RUNNERS

Prost was definitely a very lucky winner. Lucky too, that Senna retired with engine failure and that Alboreto encountered one unfortunate incident after another. There was only one thing left for him to do, go out and win. Before the race, Alain spoke to GPI saying: "*Monaco has always been a special sort of circuit. The only thing it has in common with any of the other tracks is that the winner scores 9 points.*" And, he got them which means that he's now 2nd equal with Alboreto in the World Championship. "*Alboreto and I played tag throughout almost the entire race. The one thing I wanted to avoid was to get mixed up in a fight the front runners. I just played for time. I didn't attempt to stop Alboreto from getting past me when I missed a gear change. I wouldn't say this is exactly a case of revenge, just, that I'm now only 2 points away from de Angelis.*"

Michele Alboreto must surely scoop the prize for being the unluckiest man of the day. Everything was against the Italian who in all logic should have won that Sunday. His Ferrari was a good 1.5s faster than the winner's McLaren. First he narrowly escaped crashing when his car went over oil in the St Devote incident and lost the lead. Once he'd worked his way back up and past Prost to take over command on lap 24, his tyre blew on lap 32. His closing laps were a determined effort to make up his 42s-handicap on the McLaren. Unfortunately despite his valliant bid, there just weren't enough laps for him to make up on the lost ground. "*I'm pleased anyway that I got those 6 points*", he said afterwards. "*It was a great race although I really did have more than my fair share of bad luck. There's only one thing to do in cases like that and that's to continue fighting. Never give up. The car was fantastic, the tyres, everything...*" He didn't even look the slightest bit disappointed.

ALBORETO - NEVER GIVE UP FIGHTING

Ayrton Senna led the GP for 13 laps but team mate de Angelis went on to pocket 4 points hoisting Lotus into first position of the Constructors' Championship. The prodigious Brazilian retired with engine failure on his new V6 EF15. "*This has never happened before*", Bernard Dudot the Renault engineer said. "*We're going to open up the engine and find out exactly what happened.*" During the warm-up on Sunday morning, Peter Warr told us, "*Senna was having problems with the plugs oiling up. Perhaps he ought to have raced the EF4b. We'll never know now. An oil leak was detected on Elio's car so he took his spare car for the warm-up. Then the injectors started playing up, so he took Senna's spare car for the race. He had never driven it before.*"

"*I got off the line well enough*", the Roman Ligier driver said. "*But I think I was lucky to have finished so high up in the points. I had no brakes during the last ten laps.*"

Another ten laps was all that de Cesaris would have needed to catch and pass de Angelis. His blue car was obviously gaining on the black one in front of him, although he too was hampered with brake problems.

Team mate the veteran Jacques Laffite also scored a point but his brakes featured steel discs and he had no trouble finishing. His scare came with the Piquet/Patrese incident when he spun almost flat out to avoid the two cars.Just as well his brakes did their job efficiently. The two heros of the famous incident fell into each others' arms with relief. All was forgiven and forgotten.

In the hot of the action, Belgium's Thierry Boutsen (Arrows No 18) is looking forward to his home GP at Spa.

De Angelis (Lotus No 11) nips past Briton Nigel Mansell (Williams No 5) and into the points for the fourth time in a row.

QUALIFYING

Characteristically cool calm and collected, Brazil's Ayrton Senna guided his Lotus round during the first few minutes of Thursday's practice session for the 1985 Monaco Grand Prix to record an astonishing time of 1m 21.630s, shattering Alain Prost's pole position of last year by a whole second.

Senna possesses all the skills to excel on a tortuous circuit like Monaco, but his Renault engine also helped. Lotus had both the EF4b and the EF15 units for Thursday. It was Senna's turn to drive his race car fitted with the new EF15 whilst his spare car featured the EF4b. "*It's difficult to pinpoint the exact differences between the two engines on a tight circuit like Monaco,*" Ayrton said. "*The 4b is very powerful with very high top speed, but the 15 has got lots of power at low revs and practically no throttle lag.*" Patrick Tambay, however, found that the EF15 was definitely easier to drive than the 4b which on his car was in qualifying configuration. However neither he nor Derek Warwick could do better than 15th and 13th fastest respectively. The Briton was held up by the dense traffic and on his fast lap he missed a gear change. Other Renault engine driver Andrea de Cesaris scored the 8th time in his Ligier and was quickest of the Pirelli-shod brigade.

The remaining stars of the show all had various excuses as to why they hadn't done better. For McLaren man Lauda he spun off fast and sprained his wrist. Alboreto said that his Ferrari was wildly understeering in the slow turns (there are lots at Monaco) and that there was little traction out of the corners, without counting the traffic to contend with! Nigel Mansell managed a notch up a good time in his Williams Honda although his session was cut short when he had an untimely meeting with the steel guard rails. Team mate Rosberg had yet another spate of blown turbos on both his car and the spare car. The real surprise of the day came from Italian driver Patrese who whipped his Alfa Romeo round to score the second fastest time, only 0.5s off Senna's time. The Italian is familiar with the circuit, he won there in 1982.

In keeping with tradition at Monaco, the F1 cars and drivers had Friday off. Saturday dawned bright and clear, the waters of the port gently lapping to the sound of yacht masts rattling against a fantastic backdrop of huge luxury villas, high rise buildings and the Provencal mountains. Track conditions had improved and Alboreto wasted no time in putting in a superb lap time of 1m 20.205s during the untimed session, but qualifying times are never used to establish official track records. During the 90-minute session many cars clanged hard into the guard rails like de Cesaris in the Ligier. Martini wrecked his Minardi at St Devote and the team were forced to forfeit their entry. Senna, too, had a brief encounter with the rails at the port chicane and damaged the Lotus's front right wheel. The Brabham boys were in big trouble. Piquet went to the Ricard circuit to test qualifying tyres. On Saturday, however, it was the engine that went. Hesnault's engine blew too, but the young Frenchman's engine wasn't changed for the 1 pm-timed session.

The Ferrari gang were as excited as anything as the 2nd time session got underway, but were quickly disappointed when Senna put in a scorching time of 1m 20.725s. Alboreto could do no better than 1m 21.438s although his car had greatly improved. "*Too much traffic,*" the Italian snapped. On went the second set of quallies and with them he obtained a lap time of 1m 20.563s! Out went, Senna 1m 20.450s. Was the Ferrari driver going to reply? Yes, by Jove! His mechanics got out the watering cans to cool down the tyres. The Brazilian's men dressed in black did likewise and the Lotus drove out of pit lane first, the Ferrari following in his footsteps. Alboreto realised why Ayrton had gone out just before him, his tactic was to baulk the red car and stop the Italian from taking his pole position. Michele had the door slammed smartly in his face each time he attempted to pass the black car and as his patience was pushed to the limit he tried ever more daring moves. In the end both men found themselves in the run-off area just before the pit straight.

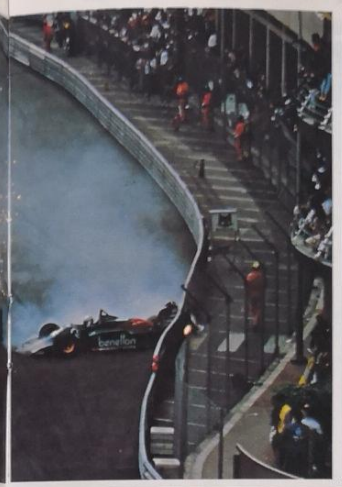
Alboreto wasn't the only one to complain about Senna's unfair and even dangerous behaviour out on the tack. "*What on earth did he expect to achieve anyway by putting in so many slow laps,*" Lauda complained.

Britain's Nigel Mansell, meanwhile, managed to keep out of that scrap and slipped in a scintillating 1m 20.536s, placing him next to Senna on the front row of the grid! "*I couldn't believe my luck,*" Nigel said. "*I only had to get past one car on my fast lap and that was de Angelis, I think.*" Cheever caused another surprise by putting his Alfa next to the Ferrari. Senna, Mansell, Alboreto and Cheever, the four fastest men at the end of the second timed session.

Stefan Johansson was visibly upset at not having done better than scoring the 15th fastest time. The usually easy-going blond driver was looking tense as he said, "*It's a terrible place to start from, especially with the very high risk of being closed in at the first turn...*"

Martin Brundle, however, qualified his Tyrrell Cosworth on the 9th row. Tyrrell was as pleased as punch. "*Martin's a good lad and we're proud of him.*" Jonathan Palmer also qualified the Zakspeed for the first time, albeit on the last line, with Teo Fabi in the Toleman Hart on its first outing of the season on the last slot. ■

Showers of sparks fly up from Piquet's Brabham as it scraped the guard rails and then slammed into Patrese's Alfa Romeo a couple of times. Behind Jacques Laffite spins as he locks up under braking to avoid what could easily have been a catastrophy.



Was it a sign of hard times or the consequence of the age-old war between FISA and the Automobile Club of Monaco that the stands weren't overflowing with wildly gesticulating fans as at past editions? Heavy rain clouds threatened to burst upon the port filled with luxury yachts and pleasure boats as the 20 cars lined up for the start of the 43rd Monaco GP. As expected trouble struck at the first turn of St Devote. The front runners headed by Senna then Mansell, Alboreto and Prost raced through cautiously but in the midst of the pack the fight was fierce. Berger's BMW engine had momentarily stalled on the grid and then the Arrows lurched forward unsteadily for twenty yards as the engine came to and then died again. Those close by swerved past to avoid the Austrian but Tambay and Johansson were unsuccessful. The Swede's Ferrari reared up over the Frenchman's front wheel and landed on the Renault's nose cone. Tambay banged Berger as he went into in the run-off area, his brake master cylinder ripped off and he dragged in the young

10 LAPS

Senna 14m 23.956s; Alboreto 14m 23.861s; Prost 14m 32.864s; de Angelis 14m 48.538s; Rosberg 15m 46.897s; Mansell 14m 51.422s; Boutsen 14m 55.861s; de Cesaris 14m 55.391s; Warwick 14m 55.883s; Patrese 14m 59.695s; Lauda 14m 59.852s; Piquet 15m 88.572s; Laffite 15m 81.453s; Fabi 15m 85.827s; Brundle 15m 12.486s; Palmer 15m 21.436s; Cheever 7 laps; Johansson 1 lap.

Austrian with him. Two retirements at the first turn. Johansson completed lap 1 and pulled straight into the Ferrari pits to get what he assumed was a bent rim changed. Unfortunately for the talented Swede it was the suspension and he, too, had to call it a day.

As the pack settled down with Senna powering away to build up a convincing lead, Alboreto and Prost both got past Mansell on lap 2. The Ferrari seemed to be just that much quicker than the red and white McLaren as the Italian began extending daylight between himself and Prost in his attempt to reduce the 1.73s gap between himself and the Brazilian in the Lotus Renault. On the next time round, Alboreto was only conceding 0.96s to race leader Senna and by lap 4 the Italian was right under the black and gold car's gearbox. Prost, meanwhile, had dropped slightly further back and was 7s behind the leading pair. Cheever in the Alfa Romeo was chasing hard a few lengths behind, followed by Mansell, de Angelis, Rosberg, Bout-

20 LAPS

Prost 29m 00.038s; Alboreto 29m 00.433s; de Angelis 29.07.989s; Rosberg 29m 26.374s; de Cesaris 29m 28.344s; Warwick 29m 29.522s; Mansell 29m 37.358s; Brundle 30m 04.523s; Boutsen 30m 08.343s; Laffite 19 laps; Palmer 19 laps; Lauda 17 laps; Patrese 16 laps; Piquet 16 laps; Fabi 16 laps; Senna 13 laps.

sen, de Cesaris and Warwick in hot pursuit, kept in check by Mansell in the white and yellow Williams. In their wake another, but more restrained, train headed by Patrese and then Lauda, Piquet and Laffite followed, but those behind the second Alfa didn't seem to be as impatient to get past. Fabi, Brundle, working hard in his Tyrrell, and Palmer ended the stream of cars as they screamed their way round the twisty and narrow track.

On lap 5 de Angelis and Rosberg both dived past Mansell. Elio was eager to catch Cheever, 3.6s ahead. On the next lap, the American's cushion had narrowed to 2.4s and by lap 7 the Italian was tailing the Alfa driver, ready to seize the slightest opportunity he had of getting past. The gap was small, but Elio went for

30 LAPS

Alboreto 43m 19.836s; Prost 43m 20.974s; de Angelis 43m 30.213s; Rosberg 43m 57.011s; de Cesaris 43m 57.663s; Warwick 43m 58.606s; Mansell 44m 10.513s; Boutsen 29 laps; Laffite 29 laps; Palmer 29 laps; Brundle 27 laps.

it and somehow avoided clipping the American. With 15.96s between him and Senna, still in command, there was no time to be lost. First target, though, was Prost, 7.6s ahead. Cheever's race was short-lived. He made a pitstop to get his ignition seen to on lap 8 but was forced to retire on lap 11, his engine dead.

Toleman at last. Tyres, a driver and sponsors — united we come!

Another good day for the Ligier boys,

both chalked up points, three for de Cesaris (photo) and one for Laffite.

Close-up on the leaders: Senna and Alboreto were still well ahead of their immediate followers as Alboreto seriously threatened Senna and on lap 14 a huge cry went up from the crowds as the Italian snatched the lead of the 78-lap race with apparent ease. Now that the pair had got themselves sorted out, Prost decided it was safe to come out of hiding to begin hauling them in. His McLaren steadily gained on them. De Angelis found himself in 3rd position when his team mate dropped out with engine trouble. Prost quickened the pace and the gap narrowed from 8.20s to 7.66s as he homed in on the leaders. Lauda came past the pits for the 16th time. Sparks and then a huge ball of flames were suddenly thrown up into the air seconds later. Piquet and Patrese had been squabbling over the modest 9th position slot behind Lauda. The Italian had been baulking the Brabham, as early on as lap 4, and Piquet's patience had run out. He pushed his foot down hard on the throttle as he left the tight right-hander leading onto the pit straight, in a bid to get on the inside of the Italian in preparation for St Devote. There wasn't enough room to get the Brabham alongside Patrese and between the guard rail. Nelson squeezed tight to avoid Patrese. He hit the rails with his rear wheel, damaging the suspension which caused the impressive display of flashes and stars as it trailed along the road. The Brabham was thrown back and forth into the Alfa from the steel girder a number of times as flames and bits of wreckage soared into the air. Miraculously, the two drivers stepped out of the carcases unhurt at St Devote where the cars came to rest. Laffite, just behind, slammed on the brakes to avoid the accident and spun at over 280 kph. His Ligier's engine stalled but as luck would have it that portion of the track was going downhill and he managed to jump start the Renault engine back into life.

The next time round, race leader Alboreto was taken unawares as the Ferrari went through the unsignalled oil patch left by Piquet/Patrese, just as he accelerated away from the scene of the St Devote carnage. The Italian somehow managed to regain control of the Ferrari, bringing it to a halt. He quickly pushed the gear lever into reverse, turned the wheel a couple of times and then it was back into first as he roared off to rejoin the race. During the incident, though, Prost had taken back the lead, just one small second ahead of the

40 LAPS

Prost 57m 31.966s; de Angelis 57m 50.577s; Alboreto 58m 14.602s; de Cesaris 58m 17.974s; Warwick 58m 22.318s; Rosberg 58m 30.976s; Mansell 58m 42.273s; Laffite 31 laps; Boutsen 39 laps; Palmer 39 laps; Brundle 37 laps.

red car. Next one to be caught out in exactly the same spot was reigning champion Niki Lauda. The damage to his McLaren was not too serious but his engine had stalled and there was no way he could continue. Spectators and photographers were yelling at the track marshals to start waving their yellow and red striped flags, but to no avail. They only obliged when Lauda himself went to beg them to do so.

60 LAPS

Prost 1 hour 25m 48.745s; de Angelis 1 hour 26m 14.000s; Alboreto 1 hour 26m 14.923s; de Cesaris 1 hour 26m 45.590s; Warwick 1 hour 27m 00.539s; Mansell 59 laps; Laffite 59 laps; Rosberg 59 laps; Boutsen 58 laps; Palmer 51 Laps; Brundle 51 laps.

Prost didn't keep command of the race for long. As mentioned earlier, the Ferrari was a shade faster than the McLaren and Alboreto proved this a second time when he caught Prost and then swept past to sail off to an almost certain victory. Cheers and shouts went up from the vast crowds of Italians that had turned up for the event waving their Ferrari banners madly. The two cars followed each other round, the gap only varying slightly as they overtook the backmarkers.

Another drama occurred on lap 32 as Prost ran round the Ferrari, its rear left wheel punctured by a piece of debris left by the Patrese/Piquet incident. A 10s-pit-stop was all that was needed to get the Ferrari back out on all four wheels, but enough for Prost and de Angelis to build up a wide safety margin to put an end to the threat of a possible all-Italian win. De Cesaris was hoisted up into 3rd position for all of 6 laps but as Alboreto kept the pressure up on his young fellow countryman, he was soon demoted back into 4th position. From then on Alboreto drove magnificently in his Ferrari in a heroic attempt to catch Prost. Well aware of what was happening, Prost kept driving hard, despite his comfortable lead. Michele in the finest of fighting spirits narrowed the gap from 42.63s on lap 40 to 34.97s on lap 49. Beat that!! Since Prost was 24.68s ahead of de Angelis, it wasn't long before Elio too was gobbled up by the Ferrari, on lap 64 to be precise. Alboreto kept on reeling in Prost, 27.77s, 25.90s... But, 9 laps just weren't enough for the Italian to catch and then possibly pass the leader.

70 LAPS

Prost 1 hour 40m 02.441s; Alboreto 1 hour 40m 27.929s; de Angelis 1 hour 40m 48.379s; de Cesaris 1 hour 41m 16.834s; Warwick 69 laps; Mansel 69 laps; Laffite 69 laps; Rosberg 69 laps; Boutsen 68 laps; Palmer 64 laps; Brundle 64 laps.

Rain drops moistened the track surface bringing the epic duel to all intents and purposes to an end. Prost was declared the extremely lucky winner — his tank ran dry on the cooling off lap! At least the Frenchman with the crooked nose didn't have to climb to the top of the rostrum steps to the boos and whistles of the *tifosi*. The boats in the port were blasting their horns too loud for that.

LAP BY LAP

F1: MONACO GP

GRID POS.	12	5	27	23	2	18	6	25	11	16	17	22	7	1	28	26	15	3	30	19
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
LAP																				
1	12	5	27	2	23	11	18	6	25	16	22	1	7	26	3	19	30	28		
2	12	27	2	5	23	11	18	6	25	16	22	1	7	26	3	19	30			
3	12	27	2	23	5	11	6	18	25	16	22	1	7	26	3	19	30			
4	12	27	2	23	5	11	6	18	25	16	22	1	7	26	3	19	30			
5	12	27	2	23	11	6	5	18	25	16	22	1	7	26	19	3	30			
6	12	27	2	23	11	6	5	18	25	16	22	1	7	26	19	3	30			
7	12	27	2	11	6	23	5	18	25	16	22	1	7	26	19	3	30			
8	12	27	2	11	6	5	18	25	16	22	1	7	26	19	3	30	23			
9	12	27	2	11	6	5	18	25	16	22	1	7	26	19	3	30	23			
10	12	27	2	11	6	5	18	25	16	22	1	7	26	19	3	30				
11	12	27	2	11	6	5	18	25	16	1	22	7	26	19	3	30				
12	12	27	2	11	6	5	18	25	16	1	22	7	26	19	3	30				
13	12	27	2	11	6	5	25	16	1	22	7	26	19	3	18	30				
14	27	2	11	6	5	25	16	1	22	7	26	19	3	18	30					
15	27	2	11	6	5	25	16	1	22	7	26	19	3	18	30					
16	27	2	11	6	5	25	16	1	22	7	26	19	3	18	30					
17	27	2	11	6	25	5	16	1	3	18	30	26								
18	2	27	11	6	25	16	5	3	18	26	30									
19	2	27	11	6	25	16	5	3	18	26	30									
20	2	27	11	6	25	16	5	3	18	26	30									
21	2	27	11	6	25	16	5	3	18	26	30									
22	2	27	11	6	25	16	5	3	18	26	30									
23	2	27	11	6	25	16	5	3	18	26	30									
24	27	2	11	6	25	16	5	3	18	26	30									
25	27	2	11	6	25	16	5	3	18	26	30									
26	27	2	11	6	25	16	5	18	26	30	3									
27	27	2	11	6	25	16	5	18	26	30	3									
28	27	2	11	6	25	16	5	18	26	30	3									
29	27	2	11	6	25	16	5	18	26	30	3									
30	27	2	11	6	25	16	5	18	26	30	3									
31	27	2	11	25	16	6	5	18	26	30	3									
32	2	11	27	25	16	6	5	18	26	30	3									
33	2	11	25	27	16	6	5	18	26	30	3									
34	2	11	25	27	16	6	5	26	18	30	3									
35	2	11	25	27	16	6	5	26	18	30	3									
36	2	11	25	27	16	6	5	26	18	30	3									
37	2	11	25	27	16	6	5	26	18	30	3									
38	2	11	25	27	16	6	5	26	18	30	3									
39	2	11	27	25	16	6	5	26	18	30	3									
40	2	11	27	25	16	6	5	26	18	30	3									
41	2	11	27	25	16	6	5	26	18	30	3									
42	2	11	27	25	16	6	5	26	18	30	3									
43	2	11	27	25	16	6	5	26	18	30	3									
44	2	11	27	25	16	6	5	26	18	30	3									
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46	2	11	27	25	16	6	5	26	18	30	3									
47	2	11	27	25	16	5	6	26	18	30	3									
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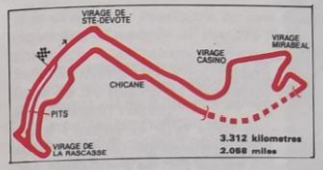
49	2	11	27	25	16	5	6	26	18	30	3									
50	2	11	27	25	16	5	6	26	18	30	3									
51	2	11	27	25	16	5	26	16	18	30	3									
52	2	11	27	25	16	5	26	6	18	30	3									
53	2	11	27	25	16	5	26	6	18	30	3									
54	2	11	27	25	16	5	26	6	18	30	3									
55	2	11	27	25	16	5	26	6	18	30	3									
56	2	11	27	25	16	5	26	6	18	30	3									
57	2	11	27	25	16	5	26	6	18	30	3									
58	2	11	27	25	16	5	26	6	18	30	3									
59	2	11	27	25	16	5	26	6	18	30	3									
60	2	11	27	25	16	5	26	6	18	30	3									
61	2	11	27	25	16	5	26	6	18	30	3									
62	2	11	27	25	16	5	26	6	18	30	3									
63	2	11	27	25	16	5	26	6	18	30	3									
64	2	27	11	25	16	5	26	6	18	30	3									
65	2	27	11	25	16	5	26	6	18	30	3									
66	2	27	11	25	16	5	26	6	18	30	3									
67	2	27	11	25	16	5	26	6	18	30	3									
68	2	27	11	25	16	5	26	6	18	30	3									
69	2	27	11	25	16	5	26	6	18	30	3									
70	2	27	11	25	16	5	26	6	18	3	30									
71	2	27	11	25	16	5	26	6	18	3	30									
72	2	27	11	25	16	5	26	6	18	3	30									
73	2	27	11	25	16	5	26	6	18	3	30									
74	2	27	11	25	16	5	26	6	18	3	30									
75	2	27	11	25	16	5	26	6	18											
76	2	27	11	25	16	26	5	6	18											
77	2	27	11	25	16	26	5													
78	2	27	11																	

■ Starting grid position
□ On leader's lap
▒ 1 lap or more behind leader
■ Pit stop
■ Retired

STATISTICS

MONACO GRAND PRIX

Round four of the 1985 world championship
Date: May 19, 1985
Circuit: Monaco
Track Length: 3.312 km/2.058 miles
Race Distance: 78 laps or 258.336km/161.4 miles
Weather: Cloudy, drizzle two laps from the end
Attendance: 120,000
Qualifying: 26; **Qualified:** 20; **Starters:** 19; **Finishers:** 11.
Classified: 11.



STARTING GRID

1. Senna
Lotus/Renault 97T
1m 20. 450s

2. Mansell
Williams/Honda FW10
1m 20.536s

3. Alboreto
Ferrari 156/85
1m 20.563s

4. Cheever
Alfa Romeo 185 T
1m 20.729s

5. Prost
McLaren/TAG MP4-2B
1m 20.885s

6. Boutsen
Arrows/BMW A8
1m 21.302

7. Rosberg
Williams/Honda FW10
1m 21.320s

8. De Cesaris
Ligier Renault JS25
1m 21.347s

9. De Angelis
Lotus/Renault 97T
1m 21.465s

10. Warwick
Renault RE60
1m 21.531

11. Berger
Arrows/BMW A8
1m 21.665s

12. Patrese
Alfa Romeo 185 T
1m 21.813s

13. Piquet
Brabham/BMW BT54
1m 21.817s

14. Lauda
McLaren/TAG MP4-2B
1m 21.907s

15. Johansson
Ferrari 156/85
1m 22.635s

16. Laffite
Ligier/Renault JS25
1m 22.880s

17. Tambay
Renault RE60
1m 22.912s

18. Brundle
Tyrrell/Ford 0 12
1m 23.827s

19. Palmer
Zakspeed 841
1m 23.840

20. Fabi T.
Toleman/Hart
1m 23.965

DNQ: Ghinzani (Osella/Alfa FA1); Bellof (Tyrrell/Ford 012); Alliot (Ram/Hart 03); Winkelhock (Ram Hart 03); Hesnault (Brabham BT54).
Forfeit: Martini (Minardi M185) accident.

PIT STOPS AND RETIREMENTS

Lap 1: **Tambay and Berger:** tangled at Turn 1; **Johansson:** pit stop, changed wheels.
Lap 2: **Johansson:** retired, suspension.
Lap 11: **Cheever:** retired, engine failure.
Lap 14: **Senna:** retired, engine failure.
Lap 18: **Piquet and Patrese:** retired, accident; **Fabi:** retired, turbo.
Lap 18: **Lauda:** retired, off.
Lap 26: **Brundle:** pit stop, tyres and brakes.
Lap 51: **Alboreto:** pit stop, puncture to rear left wheel.

DRIVERS' WORLD CHAMPIONSHIP POINTS

(After Brazil, Portugal, San Marino and Monaco)

1. De Angelis	4	3	9	4	20
2. Prost	9	—	—	9	18
3. Alboreto	6	6	—	6	18
4. Tambay	2	4	4	—	10
5. Senna	—	9	—	—	9
6. Boutsen	—	—	6	—	6
7. Mansell	—	2	2	—	4
8. Arnoux	3	—	—	—	3
9. De Cesaris	—	—	—	3	3
10. Lauda	—	—	3	—	3
11. Warwick	—	—	—	2	2
12. Laffite	1	—	—	1	2
13. Johansson	—	—	1	—	1
14. Bellof	—	1	—	—	1

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

(After Brazil, Portugal, San Marino and Monaco)

1. Lotus Renault	4	12	9	4	29
2. Ferrari	9	6	1	6	22
3. McLaren	9	—	3	9	21
4. Renault	2	4	4	2	12
5. Arrows BMW	—	—	6	—	6
6. Ligier	1	—	—	4	5
7. Williams	—	2	2	—	4
8. Tyrrell	—	1	—	—	1

RACE LEADERS

Laps 1-13: Senna
Laps 14-17: Alboreto
Laps 18-23: Prost
Laps 24-31: Alboreto
Laps 32-78: Prost

FOR THE RECORD

Forfeit for the Spirit team ● Toleman back and Pirelli-shod, Fabi drove for the team and Benetton supplied the cash ● First 1985 championship point for de Cesaris and Warwick ● New chassis for Lotus and Ligier ● Zakspeed featured Lotus-style front spoilers.

PREVIOUS WINNERS

(Last five editions)
1984: **Prost** (McLaren TAG MH42)
1983: **Rosberg** (Williams FW08)
1982: **Patrese** (Brabham BT 49)
1981: **Villeneuve** (Ferrari 126C2)
1980: **Reutemann** (Williams FW07)

FINAL RESULTS

1. Prost (McLaren/Tag MP4) 78 laps or 258.336 km/161.56 miles in 1 hour 51m 58.03s at an average speed of 130.434 kph/81.52.1s mph. 2. Alboreto (Ferrari 156/85) 1 hour 52m 05.575s. 3. De Angelis (JPS Renault) 1 hour 53m 25.205s. 4. A. de Cesaris (Ligier Renault) 77 laps. 5. D. Warwick (Renault Elf) 77 laps. 6. J. Laffite (Ligier Renault) 77 laps. 7. N. Mansell (Williams Honda) 77 laps. 8. K. Rosberg (Williams Honda) 76 laps. 9. T. Boutsen (Arrows BMW) 76 laps. 10. M. Brundle (Tyrrell Ford) 74 laps. 11. J. Palmer (West Zakspeed) 74 laps).
Race lap record : Alboreto (Ferrari) on lap 69 in 1m 22.637s at an average speed of 144.264 kph/90.165 mph.

THEIR FASTEST LAPS

Alboreto	1m 22.637s	Boutsen	1m 25.631s
Prost	1m 23.898s	Lauda	1m 25.842s
De Angelis	1m 24.434s	Brundle	1m 26.131s
De Cesaris	1m 24.554s	Cheever	1m 26.548s
Rosberg	1m 24.617s	Palmer	1m 26.653s
Mansell	1m 24.673s	Fabi T.	1m 26.717s
Laffite	1m 24.788s	Piquet	1m 27.124s
Senna	1m 24.803s	Patrese	1m 27.723s
Warwick	1m 25.305s	Johansson	2m 31.095s

DRIVERS	TEAMS	CONSTRUCTORS	QUALIFYING	
1. Lauda	McLaren International	McLaren-TAG/MP4-2B/05 (T: MP4-2B/03)	1m 22.897s	1m 21.907s
2. Prost	McLaren International	McLaren-TAG/MP4-2B/04	1m 22.270s	1m 20.885s
3. Brundle	Tyrrell Ltd	Tyrrell-Ford 012/6 (T: 012/6)	1m 26.499s	1m 23.827s
4. Bellof	Tyrrell Ltd	Tyrrell-Ford 012/7	1m 26.214s	1m 24.236s
5. Mansell	Williams Racing Team	Williams-Honda FW10/02 (T: FW/01)	1m 22.650s	1m 20.536s
6. Rosberg	Williams Racing Team	Williams-Honda FW10/03	1m 23.099s	1m 21.320s
7. Piquet	Brabham MRD	Brabham-BMW BT54/3 (T: BT54/5)	1m 23.598s	1m 21.817s
8. Hesnault	Brabham MRD	Brabham-BMW BT54/1	1m 27.505s	1m 25.068s
9. Winkelhock	RAM Automotive	RAM-Hart 03/3 (T: 03/2)	1m 26.182s	1m 24.764s
10. Alliot	RAM Automotive	RAM-Hart 03/1	1m 28.026s	1m 24.763s
11. De Angelis	John Player Team Lotus	Lotus-Renault 97T/3 (T: 97T1)	1m 23.319s	1m 21.465s
12. Senna	John Player Team Lotus	Lotus-Renault 97T/2 (T: 97T/4)	1m 21.630s	1m 20.450s
15. Tambay	Equipe Renault Elf	Renault RE60/04 (T: RE60/03)	1m 24.473s	1m 22.912s
16. Warwick	Equipe Renault Elf	Renault RE60/02 (T: RE60/05)	1m 23.524s	1m 21.531s
17. Berger	Arrows Racing Team Ltd	Arrows-BMW A8/3 (T: A8/1)	1m 24.293s	1m 21.665s
18. Boutsen	Arrows Racing Team Ltd	Arrows-BMW A8/4	1m 24.510s	1m 21.302s
19. Fabi	Toleman	Toleman-Hart TG 185/03 (T: TG 185/04)	1m 26.343s	1m 23.965s
22. Patrese	Benetton Alfa-Romeo	Alfa Romeo 185T/2 (T: 185T1)	1m 22.145s	1m 21.813s
23. Cheever	Benetton Alfa-Romeo	Alfa Romeo 185T/3	1m 22.755s	1m 20.729s
24. Ghinzani	Osella Squadra Corse	Osella Alfa FA1-G/2 (T: FA1-G1)	1m 26.230s	1m 24.071s
25. De Cesaris	Ligier Sport	Ligier-Renault JS25/2 (T: JS25/1)	1m 22.992s	1m 21.347s
26. Laffite	Ligier Sport	Ligier-Renault JS25/04/01	1m 26.681s	1m 22.880s
27. Alboreto	Ferrari SpA	Ferrari 156/85/04 (T: 156/85/02)	1m 22.630s	1m 20.563s
28. Johansson	Ferrari SpA	Ferrari 156/85-079 (T: 156/85-078)	1m 23.163s	1m 22.635s
29. Martini	Minardi Team SpA	Minardi-Ford M 185/03 (T: M 185/01)	1m 41.037s	
30. Palmer	Zakspeed Rennsport	Zakspeed 841/1	1m 41.564s	1m 23.840s

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GRAND PRIX

FORMULA 1 POWERBOAT WORLD SERIES

RENATO MOLINARI WRITES

It is always a pleasure to see the sport in which I have spent nearly all my life the subject of interest for such a prestigious magazine as Grand Prix International. For this reason, I consider it a privilege to be asked to introduce Formula One circuit powerboat racing.
Boat racing is first and foremost a spectator's sport. During my twenty years of racing I have seen the followers of this sport swell from a few thousand to heart-warming crowds such as we saw in Pittsburgh two years ago of almost half a million people.
But this is just part of the sport's progress that I have seen during my racing career. The drivers I competed against in the sixties — and some are still competing now — saw powerboat racing as an expensive weekend hobby. Sponsorship, just as in motor racing, changed all that. Not only are the drivers of 1985 being paid to race, they also have a chance to earn from a prize purse of $50,000 per Grand Prix — perhaps a modest sum in the context of motor racing, but nevertheless it represents a 5,000 % increase in just three years!
Of course, technology in powerboat racing has also taken great strides forward in recent years. I still remember the uncomfortable monohulls we bounced around in at maximum speeds of 50 mph/80 kph. It was my father, Angelo Molinari, himself a racing hull engineer, who introduced the catamaran in 1965 to European racing. It was of course rapidly adopted by all the other boat designers because of the incomparable advatanges it gave. Imagine being able to fly over the water instead of forcing a boat through it! Over the years, the catamaran has been gradually improved to cope with the ever-increasing size of engines — now the 400 bhp 3.5 litre V8 two-stroke outboard which has been used to set a world record of 144.16 mph/230.6 kph.
In 1984 I won my nineteenth World Championship, and decided to retire. I have to admit I had won everything I wanted to win and at thirty-nine it seemed the right moment to stop taking the risks. But I had no intention of leaving the sport and I look forward to seeing it continue to expand and develop. I shall continue to design race hulls as well as managing the Nordica team.
As you will undoubtedly read in the following pages, 1985 promises to be one of the most exciting years in the history of circuit powerboat racing. I wish you pleasant reading, and welcome you to the exciting sport of water-borne motor racing!

POWERBOAT RACING AND ITS ORIGINS

A brief look by Zoe Trumper at how powerboat racing has evolved over the past 97 years to produce today's sleek lightweight catamaran.

1985 F1 CHAMPIONSHIP

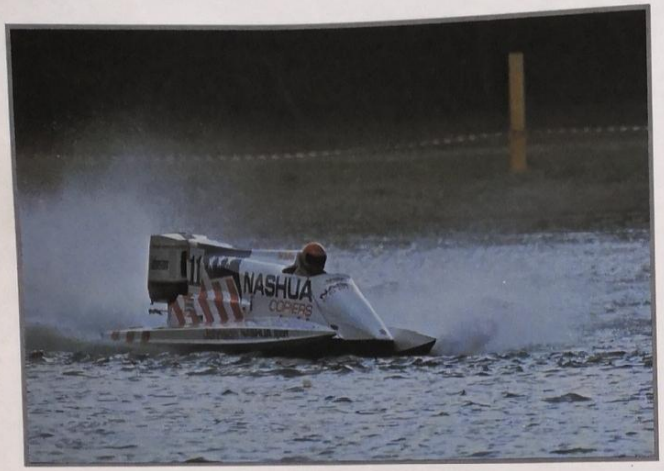
All you need to know in this brief guide to the 1985 World powerboat championship.

TECHNICAL EYE

The advantages and disadvantages of various set-ups in order to get the most out of the impressive F1 V8 motor.

A HISTORY OF POWERBOAT RACING

by Zoe Trumper Photos Pro One



THERE ARE FEW MILESTONES IN THE WORLD OF DESIGN, SO EACH ONE TENDS TO BE EXTREMELY IMPORTANT. IF ONE TRIES A NEW DIFFERENT IDEA AND IT WORKS, AND THERE WAS A CERTAIN SORT OF LOGIC TO THE IDEA, THERE IS AN ENORMOUS SENSE OF INNER PRIDE.

The words could belong to a designer in any field of work. In fact, they belong to Renato 'Sonny' Levi, a boat designer who can claim a few milestones of his own. Levi made significant contributions to the progress of circuit powerboat racing in the sixties with his innovative hull designs. Before Levi's time however, boating enthusiasts relied more on the advances of the motor manufacturers to provide them with extra speed. Flat-bottomed launch-type boats merely got smaller over the years in the bid for more miles per hour...

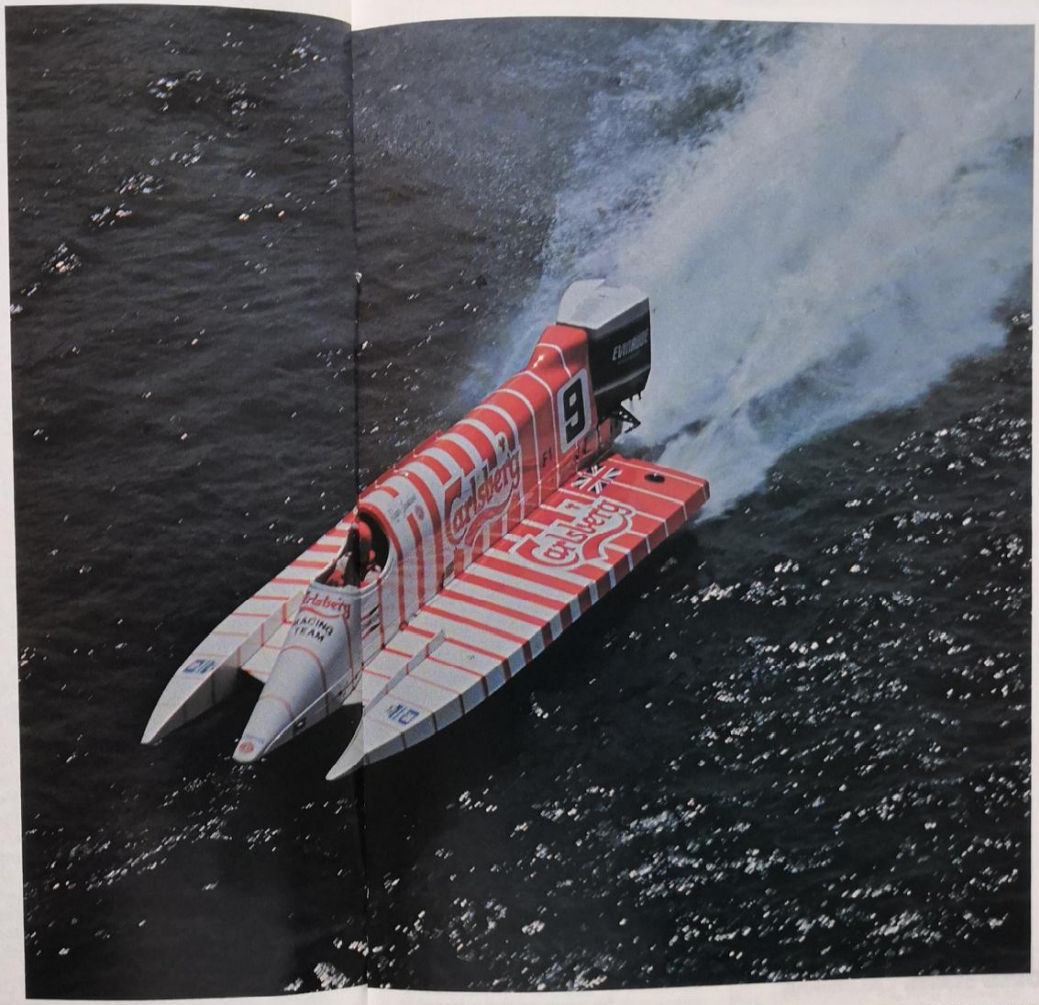
In seven years' time, we shall be celebrating the 100th birthday of the outboard motor. The Motogodille, or stern-car-motor, as it was dubbed by its Parisian inventor Alfred Seguin in 1892, arrived just one year before the fuel it used was given the name of petrol!

But little further was done to establish outboards as a racing motor for the next twenty five years, and competitors instead, concentrated on inboard motors — large and ungainly machines that allowed little opportunity for developing the aerodynamics of the craft itself. In 1925, however, Johnson motors (the same brandname leads the racing outboard market sixty years later) whipped up the competition by sweeping the board with their 6 bhp Big Twin capable of 23 mph/36 kph.

Money and effort were poured into bigger and more powerful outboard detachable motors for the 'inshore' or 'circuit' racing, that was developing its own identity outside 'offshore' racing. Yet it was 1957 before Mercury, whose subsequent motors have frequently been superior to all other competition on the race circuit, offered the world's first 60 bhp, 6 cylinder outboard, with single lever remote controls, and two years later Evinrude, now amalgamated with Johnson to form Outboard Marine Corporation (OMC), introduced their 75 bhp motor. Another sixteen years passed before Evinrude could announce the arrival of the magic 100 bhp, which increased speeds to about 70 mph/112 kph.

Since then, the power output of the outboard motor has increased five-fold. All teams in 1985 will be using a Johnson or Evinrude two-stroke V8 3.5 litre outboard. But speeds, though drivers are now reaching the 145 mph/232 kph mark, have not risen correspondingly: engine development continues to outstrip boat design.

The two major milestones in racing hull design occurred within two years of each other. First there came the deep vee hull from Levi's drawing board in 1964. It replaced the flat-bottomed boats and their sluggish control with a low-lying craft that could be spun around the turn-buoys and which took into serious account aero and hydro-dynamics for the first time. *"The engine stuck up high at the back, and certainly made the boat look unbalanced,"* Levi admitted, *"but it worked!"*



In a matter of months, there was hardly a boat in the famous races of those days — the Paris and Berlin six hour events, the Chasewater and Rouen twenty four hour marathons — which did not have a deep vee hull.

These monohulls, as they are known, are still used today in the smaller classes of 75 bhp and below. But in 1965, Italian Angelo Molinari, drew derision and laughter for his odd-looking twin hulled boat that he took to the Paris six hour race. He fared miserably, but it was not long before innovations, made back at his workshop on Lake Como in Italy, proved successful and the new catamaran was skimming past the monohulls in everything but the roughest water.

Since those heady days of homemade craft and occasionally erratic experimentation, the catamaran has been developed into a sleek, lightweight and stunningly fast powermachine. Still constructed in marine plywood — Renato Molinari (son of Angelo) tried using a combination of aluminium and carbon-fibre in 1982 but returned to wood the following year — they are easy to adapt and to repair. *"It has a flexibility that no other material can give,"* insists Dutchman Cees van der Velden, one of the foremost Formula One designers since 1975. And it keeps the price well below those six figure numbers motor racing teams have to pay for their vehicles.

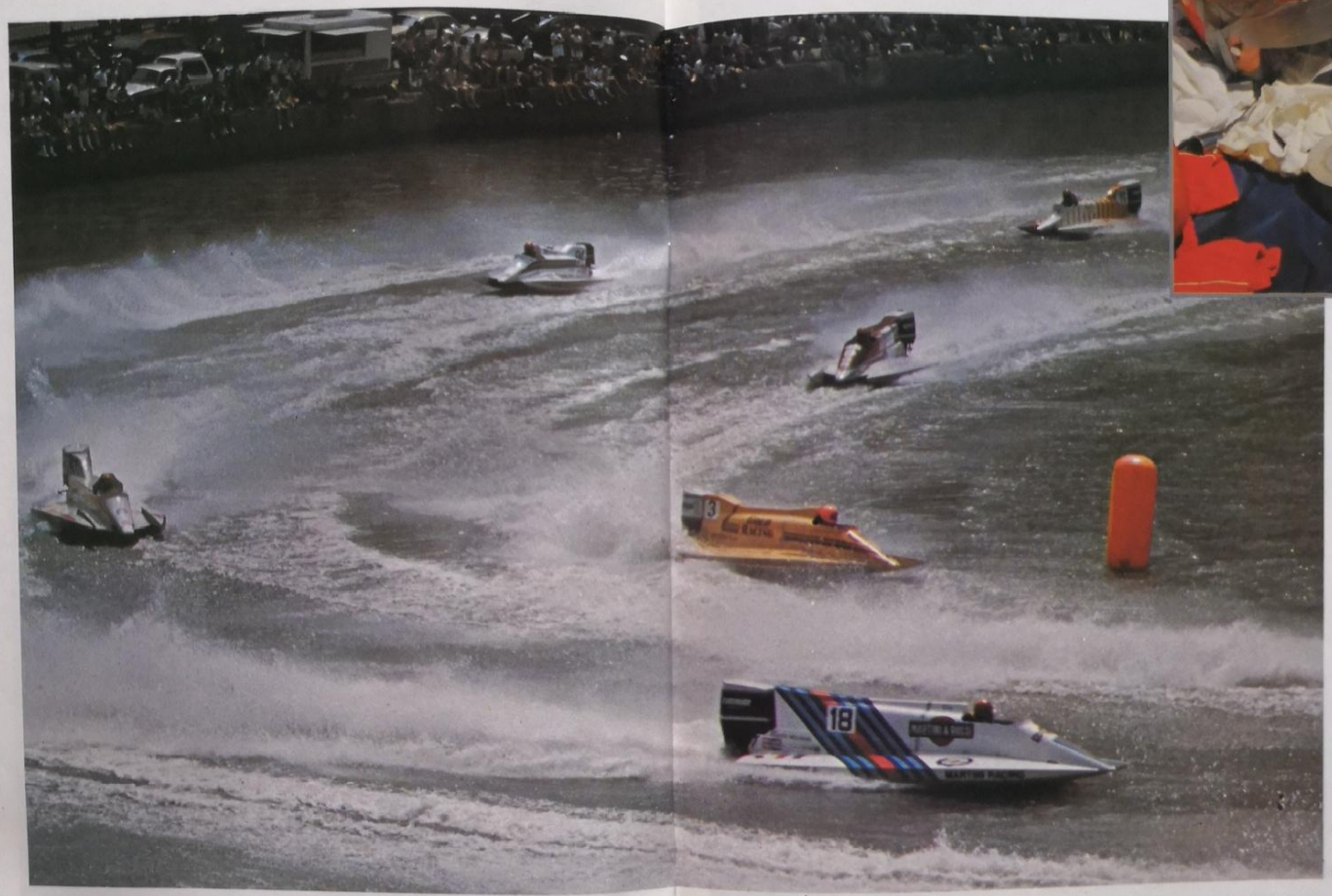
Nevertheless, it has been clear to see over the last four years that drivers are being forced to grapple with what is an unbalanced and erratic animal. There are few drivers truly skilled enough to maintain balance and control of his craft and still use all the power available to him. And a catamaran always will be a risk: the more air, forced under the craft, the greater the chance of blowing it over backwards. Devices to automatically control the boat's angle have been discussed, but that can be nothing more than an interim measure; the catamaran's days appear to be numbered in at least the top levels of powerboat racing. Another milestone is overdue. ■

PAST 4 YEARS' CHAMPIONSHIP RESULTS

1981	1982	1983	1984
1. **Renato Molinari** (I) 42 points Tecnocar/Molinari/Evinrude	1. **Roger Jenkins** (GB) 54 points Carlsberg/Burgess/Evinrude	1. **Renato Molinari** (I) 46 points Martini/Molinari/Evinrude	1. **Renato Molinari** (I) 63 points Martini/Molinari/Evinrude
2. **Cees van der Velden** (NL) 27 points Beneteau/Velden/Johnson	2. **Renato Molinari** (I) 53 points Martini/Molinari/Evinrude	2. **Cees van der Velde** (NL) 48 points Velden/Johnson	2. **Cees van der Velden** (NL) 37 points Benson & Hedges/Velden/Johnson
3. **Bob Spalding** (GB) 27 points John Player/Velden/Johnson	3. **Tom Percival** GB) 40 points John Player/Hodges/Johnson	3. **Tom Percival** 23 points Hodges/Evinrude	3. **Barry Woods** (USA) 30 points Conc. Coring Co./Molinari/Evinrude
4. **Tom Percival** (GB) 16 points John Player/Velden/Johnson	4. **Arthur Mostert** (NL) 15 points Aspen/Velden/Johnson	4. **Rick Frost** (GB) 22 points Trimite Paints/Burgess/Johnson	4. **Andy Bullen** (USA) 18 points Burgess/Evinrude
5. **Roger Jenkins** (GB) 13 points Gordons Gin/Velden/Johnson	5. **Cees van der Velden** (NL) 13 points Velden/Johnson	5. **Roger Jenkins** (GB) 22 points Carlsberg/Burgess/Evinrude	5. **Rick Frost** (GB) 14 points Trimite/Burgess/Evinrude

1985 SEASON PRESENTATION

by Zoe Trumper Photos Pro One



IT IS NOT USUAL TO IDENTIFY A WATERSHED, OR TO DECLARE ONE YEAR THE BEGINNING OR THE END OF AN ERA, UNTIL TIME HAS PASSED AND EVENTS CAN BE LOOKED BACK UPON WITH AN UNJAUNDICED EYE.

Yet such are the changes occuring in Formula One powerboat racing this year, I am prepared to bet even now that we shall look back on 1985 and say, *"That was the year that changed it all"!*

Perhaps the most popular focusing point on any high speed sport is the accidents, the dramas when a driver loses control or equipment fails. Certainly these lightweight catamarans, resting on their cushion of air at 140 miles per hour, suffered more than their fair share of disasters last year, and achieved a dubious notoriety for it. Perhaps then the radical safety improvements instigated for the 1985 season are enough in themselves to merit the beginning of this new era.

Until this season, all Formula One drivers have relied upon being thrown clear of their craft in the event of an accident. That was all well and good up to the point where water was still water when you crashed into it. But after about 90 miles per hour, the liquid is no less resistant than the hardest concrete — and can do as much damage. Even worse, accidents began to take on a new twist. Instead of the high arc a catamaran would fly through if a driver lost control, nearly always throwing him clear, heavier motors tended to whip the boat over and crash back onto the course with the driver still half in his seat.

A protective structure of carbon fibre, kevlar and honeycomb or foam will therefore replace the present cockpit area in the boats, a prototype of which has already been tested and reported on by MIRA (Motor Industries Research Association), and drivers will strap themselves in for the first time. Designers are approaching the design of a 'safety cell' for their own boats in different ways, but, although they will all provide complete head and body protection, it appears that a completely enclosed cockpit is still a dream of the future.

Other safety innovations include restrictions on minimum length and weight of the boat, with an engine capacity limit of 3.6 litres (all competitors will therefore be using the only V8 two stroke outboard in the world: the Johnson or Evinrude 3.5 litre), and the introduction of a so-called 'super-license', allowing only suitably qualified drivers to compete in Formula One Grands Prix.

Yet there is still more to contribute to this potential watershed. For the first time in the sport's history, one sports management company has taken on the responsibility of the entire Formula One World Series. Pro One, based in Brussells, has worked closely with the U.I.M. (Union Internationale Motonautique, the sport's international governing body) on these ways to ensure the drivers' safety whilst exploiting the spectacle of this water-based cousin of motor racing.

They have introduced a format of racing new to Europe (though similar versions have been employed in the United States of America) of time trials, one sprint race and a forty-five minute Grand Prix. This replaces the time trials and three sprint races that have been in operation for the last four years. The old system did provide a lot of action, but failed to produce a satisfactory winner for spectators: the driver they may have seen take the chequered flag twice on Sunday may still not win the Grand Prix title — one breakdown in Saturday's race would have been enough for the second place driver to earn a higher total of points!

The circuits will continue to be anything between one and three miles long on wide stretches of rivers, lakes or reservoirs. This is the beauty of the sport: spectators miss none of the action and the entire circuit can easily be televised.

Looking back over the last four years' World Series calendar shows just how young Formula One circuit powerboat racing is — and how fast it has developed. In 1981, competitors went to six events in a bid for the World title. In 1985, the calendar stretches across three continents and includes thirteen Grands Prix in ten countries, with two exciting new additions of Johannesburg (one week before Kyalami) and Montreal. The Champion Spark Plugs World Championship 1985, as it will be known, also has a total prize purse of $750,000, an increase of something like 5,000 % since 1982!

But who will be the challengers for the world title? And which companies will be using the sport and its increasing television coverage to boost awareness of their products?

Fifteen drivers have already been guaranteed, including nearly all the world's most talented competitors, for the first Grand Prix in Munich on May 26, and as the safety innovations begin to prove themselves this number is likely to swell.

1985 F1 POWERBOAT WORLD SERIES CALENDAR

The provisional calendar for this year's F1 Powerboat World Championship is as follows:

May 5:	Germany, Munich
June 9:	Sweden, Stockholm
June 23:	Canada, Chattanooga
July 7:	USA, Sacramento
July 7:	Canada, Montreal
July 28:	USA, Minneapolis
August 4:	USA, Pittsburgh
August 9:	Belgium, Antwerp
August 25:	England, London
September 15:	France, Lyon
September 22:	Italy, Milan
October 13:	Spain, Seville
November 11:	South Africa, Johannesburg

Formula 1 powerboat racing is managed by an international group, Pro One, which is represented in eight countries.

The originality of this sport is to give the advertisers the opportunity to choose from an international programme which is identical in every country where a Grand Prix is staged.

Several companies, already involved in car racing, have joined this sport, which offers a new dimension in marketing (races are taking place in the centres of large cities like Munich, Stockholm, Montreal, London, Antwerp, Lyons, Milan, Seville and Johannesburg).

For more information, please contact :

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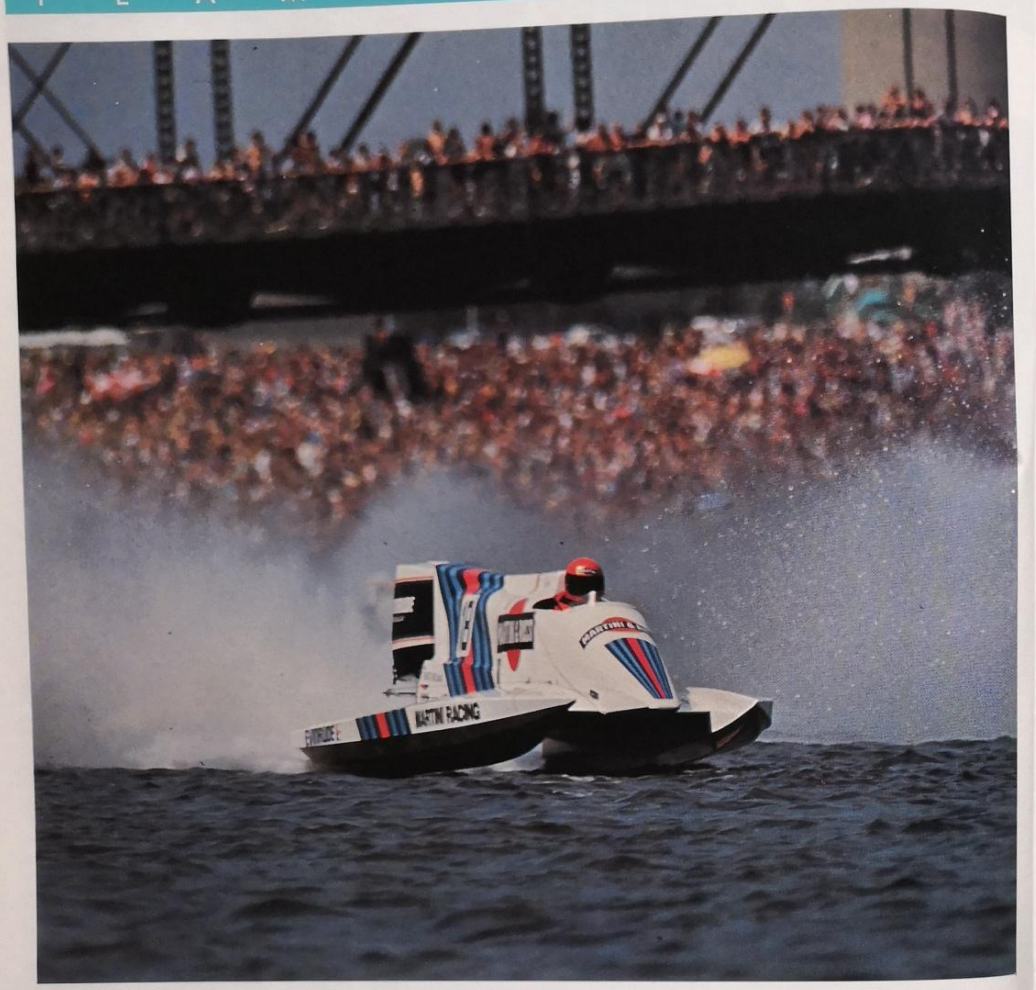


BENSON AND HEDGES

Hull: *Velden*
Engine: *Johnson*
Team manager: *Cees van der Velden*
Drivers: *Cees van der Velden (NL); François Salabert (France); Arthur Mostert (NL).*

1985 will be the tobacco company's third year of competition, but just their second with this formidable trio of drivers. The three-man team tended to suffer from persistent mechanical faults in 1985 and lost a number of potentially rewarding positions.
Designing his own craft since 1975, the quiet and compact van der Velden was World Champion for the seventh time in 1979 and this will be his twentieth racing season. He was sharing the lead with eventual winner of the World Championship, Renato Molinari in 1984 when choosing to withdraw his team for safety reasons. This is rumoured to be the 'Flying Dutchman's' final year behind the wheel.
The dashing and ambitious Salabert joined Benson and Hedges in their first year and, whilst supplying them with no actual victories, has nevertheless frequently displayed winning potential with his razor-edge style of driving. Only to have his hopes dashed, before being able to deliver.
Mostert is the calm and calculating driver of the trio and, with his needle-sharp reflexes, becomes a formidable opponent when equipment allows. Still to win a Grand Prix, 1985 could be his year.

NORDICA

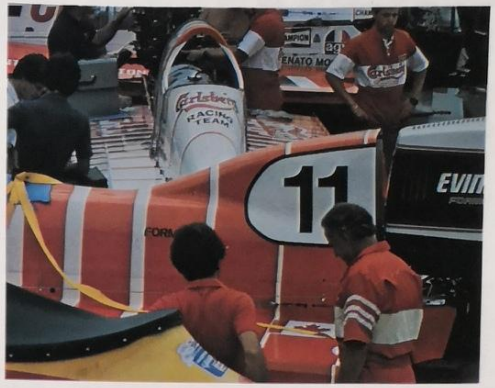
Hull: *Molinari*
Engine: *Evinrude*
Team manager: *Renato Molinari (Italy)*
Drivers: *Barry Woods (USA); Enrico Vidoli (I).*

Nordica is new to Formula One this year, but they have as their team manager last year's retired World Champion Renato Molinari, who was undoubtedly powerboat racing's Niki Lauda. Also the team's boat designer, the hulls of the enigmatic Molinari are not known for their easy handling but both drivers have experience of the Italian's skitterish and nippy craft.
Barry Woods returned to the circuit last year after an absence of four years, and immediately won 3 Grands Prix. He will be a sure pace-setter this season.
His partner Italian Enrico Vidoli has always been forced to play second fiddle to Renato Molinari with whom he teamed for two years. With Molinari off the water this may be his opportunity to show his true potential.

PERCIVAL HODGES RACING

Hull: *Hodges*
Engine: *Evinrude*
Team manager: *Chris Hodges*
Drivers: *Bob Spalding (B); Bertil Wik (S).*

Not entirely named out of sentiment for Chris Hodges's partner Tom Percival who was killed in an accident last year, Tom's widow Gill Percival is a director of the newly formed English team. Hodges was responsible for the safety cockpit project throughout last winter, and is another team manager who designs his own racing hulls.
Bob Spalding, World Champion in 1980, will be the most experienced driver on the water this year. He has threatened to retire for a number of years now, but will first want to improve on his disappointing performance of the last couple of seasons.
The young Swede Bertil Wik is joining Formula One this year from a successful Formula Two season in 1984 with three F2 Grand Prix wins. He has considerable potential but needs to settle his somewhat erratic style of driving before achieving success on the F1 circuits.



BOB THOMPSON RACING

Hull: *Molinari*
Engine: *Evinrude*
Team manager: *Bob Thompson*
Drivers: *Gene Tibodaux (USA); John Sanders (USA); Ben Robertson (USA).*

This all-American team have previously limited themselves to the American circuits and will be travelling to Europe as a team for the first time this year.

BULLEN/BURGESS

Hull: *Burgess*
Engine: *Johnson*
Team manager: *Alf Bullen*
Drivers: *Andy Bullen (GB); Mark Rotharmel (Can).*

Dave Burgess achieved spectacular success with his initial foray into Formula One design — his first boat earned Welshman Roger Jenkins his World title in 1982. The Englishman has since had more modest success with his designs. Both drivers in their early thirties, Andy Bullen, whose father Alf will be managing the team, has slightly more experience than his Canadian partner and picked up some promising positions towards the end of last year.
A new and as yet unnamed team consists of two South Africans, fresh out of their domestic Formula One Series, Peter Lindenberg and Fred Steinberg. Having earned the majority of their racing experience in Johannesburg, they will first need to acclimatise themselves to racing conditions nearer to sea-level — the thin air 6,000 feet above sea-level in Johannesburg allows drivers a far greater margin for error in boat handling. Both will be driving Velden Johnson equipes.
England's Rick Frost will be starting the season as an independent, also in a Velden Johnson rig. Still holder of the Formula One world speed record of 144.16 mph/230.66 kph, Frost has an erratic Formula One record: sparking great interest with his impressive performance in 1983, his first season after moving up from a successful Formula Three career, he failed to maintain the momentum in 1984.

TECHNICAL EYE

by Zoe Trumper

We may refer to circuit powerboat racing as the water-borne cousin of motor racing, but perhaps a more accurate simile would be rallying. It is true that the single seater catamarans complete laps on a laid-out circuit, but unlike their four-wheeled cousins, they can predict few characteristics of the course — a turn can be studied for its angle but little else. The track 'surface' will change each time they take that corner, as well as every straight. Imagine also, driving into the enormous rooster tails these boats throw up behind them: being tossed about blind, whilst trying to overtake on an ever-changing stretch of water is no place for the faint hearted!

But drivers are equipped with an extra control to cope with the additional dimensions: hydraulic trim. With buttons on the steering wheel and underfoot, drivers have control over the angle of their engine and hence of the hull itself. To aid acceleration and 'fly' the boat a little higher over the water the engine is trimmed out, letting more air into the tunnel of the boat; to regain control or to turn — which the craft can do as if on tracks — a driver trims in and brings the boat down onto the water. The most experienced and skilled competitors can be picked out by looking for those with only the last couple of inches of their boat and the propeller ever touching the water at full speed.

Naturally, it is drag that drivers are trying to avoid, and the optimum situation is for just the propeller to be in the water at any time. It is therefore clear to see how important a part that a three bladed piece of steel plays — its role has been compared to that of the tyres of a car.

In the early days of racing, two bladed props were used, until three blades proved to be more efficient. Four blades have been experimented with for a number of years — they provide less strain on the gears — but have yet to prove competitive.

State of the art propellers can frequently be held responsible for winning or losing a race. A propeller is chosen to suit a course, taking into account the diameter, the cup (the depth of 'scoop' in each blade) and the pitch (the distance a propeller moves forward after one complete revolution, which can be anything between 16" and 23" for a Formula One motor). It is rare, for example, to find a propeller that can combine good acceleration with high top speed so a driver will choose a propeller to give him, say, good acceleration on a short course, and one that will provide good top speed without winding the engine too high on a longer course.

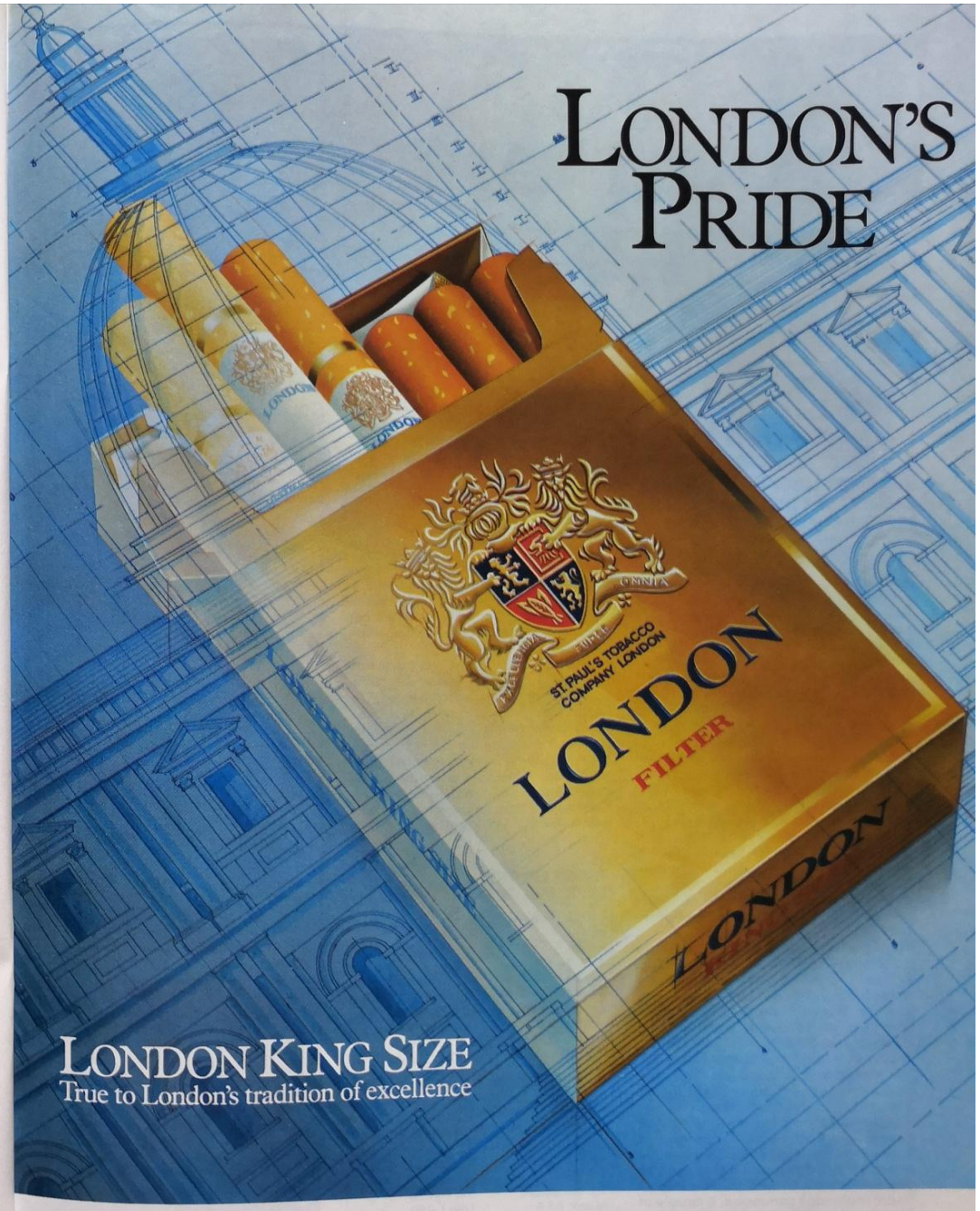
But what of the motors themselves? Ever since 1981, OMC (producers of Johnson and Evinrude outboards) have held a monopoly in the Formula One market. This is not necessarily a choice situation but since the American company announced the arrival of the V8 3.5 litre two-stroke outboard, none of the other companies have developed anything to challenge it. Mercury do have a six cylinder 3.9 litre 'T4s' which they withdrew from racing in 1980 and, although they did contemplate returning for 1985, are thought unlikely to be competitive with the larger motor. They have not used them in a serious capacity since pulling them out of the Championships for financial reasons.

The advantage is, of course, that every driver, a paying customer for OMC, is in theory competing with equal equipment, but this cannot compensate for the battles that should be taking place on the water, not only between drivers and hull designers but between engine manufacturers. Nevertheless, with the newly introduced engine capacity limit on a class that has, hitherto, been unlimited, it is hoped that the Japanese will soon be drawn into the competition.

Meanwhile, the standard Formula One motor is impressive itself. Producing up to 500 bhp, the V8 with its electronic ignition and cfi (computerised fuel injection) guzzles about 43 gallons (U.S.) of pump fuel per hour. It has been updated for this year's racing with improvements including a decrease in weight and the lowering of the centre of gravity, both of which should help a boat's handling. Because of the problem of drag in the water, which would set in during gear changes, all Formula One motors have been direct drive. This naturally also helps maintain the relatively low overall weight without the need for a weighty gearbox.

As has been mentioned already in these pages, engine development has far outstripped innovation in boat design over the past twenty years.

Yet, while outboard motors continue to be used in circuit racing, they can merely become bigger and more powerful. In contrast, it cannot be long before boat designers break free of the self-imposed restraints and move away from what has been a successful though now dated design of craft. ■



MIDDLE TAR As defined by H.M. Government
DANGER: Government Health WARNING:
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

NIELSEN TAKES THE KUDOS

YET ANOTHER WINNER AT THE THIRD ROUND OF THE F3000 CHAMPIONSHIP. THIS TIME IT WAS DANISH DRIVER JOHN NIELSEN'S TURN TO FLASH PAST THE POST IN HIS RALT RC20. THE SPECTATORS DIDN'T WITNESS AN EXCITING RACE AND ONLY SEVENTEEN CARS HAD TURNED UP TO TAKE PART — LESS THAN AT THRUXTON!

A disappointing F3000 round was staged as an appetizer to the Portuguese Grand Prix on April 21. A thin field of only 17 entrants took part in the 47-lap race which demonstrated only too clearly the differences in driving skills and in the preparation of the cars themselves. John Nielsen's victory, following Thackwell's early withdrawal, had the advantage of shuffling the provisional championship standing, thereby hightening the suspense for the next round. Ralt/Bridgestone remains the highly touted combination, way ahead of the Ferté, Pirro March/Avon efforts. F3000 is, however, extremely expensive and the steep 50 % increase for a full season's racing has meant that many amateur teams have been forced to pull out in view of the tough opposition — the Ralt sisters are barely 3s slower than the Tyrrells of Bellof and Brundle.

Thackwell turned out to be fastest in qualifying (1m 30.179s), 0.378s ahead of team mate Nielsen. Michel Ferté (March 85B) was just behind the pole position slot, a mere 0.639s shy and Santin and Tarquini, both driving Bridgestone-shod March San Remos, followed. Alain Ferté fought bravely in the Avon-tyred Lola, a somewhat pale imitation of the leading F3000 racing cars, to put in the 6th fastest time.

Thackwell raced out ahead when the green light flashed on, but after just three laps the New Zealander's rev limiter let him down and it was back to the pits for all of six laps. His Danish team mate took command, a couple of lengths ahead of Michel Ferté and Tarquini. Behind, Moreno was leading a furious pack made up of Pirro, Kaiser, Streiff, del Castello, Alain Ferté, Grouillard and Tassin.

The protagonists, meanwhile, were driving hard. The Dane was pulling away strongly from his immediate follower. Tarquini was dropping back, his engine down on power. Moreno from Rome was driving the Team Onyx spare car and had been ousted from 4th position by Pirro.

Nielsen kept control of the race and was first home well ahead of Ferté. Tarquini's third place convinced the spectators that he is a man to be reckoned with following his commendable results at the opening F3000 rounds. Thruxton winner Emanuele Pirro almost conceded a lap to the leader as he crossed the post and Tyrrell driver Moreno picked up more championship points. Grouillard scored his first point

F3000 ESTORIL STARTING GRID

1. Thackwell Ralt RC20 1m 30.179s B	2. Nielsen Ralt RC20 1m 30.557s B
3. M. Ferté March 85B 1m 30.818s A	4. Santin March 85B 1m 31.082s B
5. Tarquini March 85 B 1m 31.395s B	6. A. Ferté Lola T 950 1m 31.454s B
7. Kaiser March 85 B 1m 32.324s A	8. Del Castello March 85 B 1m 32.534s B
9. Moreno Tyrrell 012 1m 32.595s A	10. Pirro March 85 B 1m 32.798s A
11. Streiff AGS JH 20 1m 32.821s	12. Danner March 85 B 1m 33.426 s A
13. Grouillard March 85 B 1m 33.531s A	14. Hytten Lola T 950 1m 33.635s A
15. Dumfries March 85 B 1m 35.030s A	16. Fangio Lola T 950 1m 40.451s A
17. Tassin March 85 B No times	

Tyres: A: Avon; B: Bridgestone.

John Nielsen (Ralt No 2) took over from team mate Mike Thackwell and went on to claim the kudos on the podium (top).

Gabriele Tarquini has progressed in leaps and bounds in F3000. A protagonist for the championship title, no doubt about it.

NIELSEN TAKES THE KUDOS

YET ANOTHER WINNER AT THE THIRD ROUND OF THE F3000 CHAMPIONSHIP. THIS TIME IT WAS DANISH DRIVER JOHN NIELSEN'S TURN TO FLASH PAST THE POST IN HIS RALT RC20. THE SPECTATORS DIDN'T WITNESS AN EXCITING RACE AND ONLY SEVENTEEN CARS HAD TURNED UP TO TAKE PART — LESS THAN AT THRUXTON!

A disappointing F3000 round was staged as an appetizer to the Portuguese Grand Prix on April 21. A thin field of only 17 entrants took part in the 47-lap race which demonstrated only too clearly the differences in driving skills and in the preparation of the cars themselves. John Nielsen's victory, following Thackwell's early withdrawal, had the advantage of shuffling the provisional championship standing, thereby hightening the suspense for the next round. Ralt/Bridgestone remains the highly touted combination, way ahead of the Ferté, Pirro March/Avon efforts. F3000 is, however, extremely expensive and the steep 50 % increase for a full season's racing has meant that many amateur teams have been forced to pull out in view of the tough opposition — the Ralt sisters are barely 3s slower than the Tyrrells of Bellof and Brundle.

Thackwell turned out to be fastest in qualifying (1m 30.179s), 0.378s ahead of team mate Nielsen. Michel Ferté (March 85B) was just behind the pole position slot, a mere 0.639s shy and Santin and Tarquini, both driving Bridgestone-shod March San Remos, followed. Alain Ferté fought bravely in the Avon-tyred Lola, a somewhat pale imitation of the leading F3000 racing cars, to put in the 6th fastest time.

Thackwell raced out ahead when the green light flashed on, but after just three laps the New Zealander's rev limiter let him down and it was back to the pits for all of six laps. His Danish team mate took command, a couple of lengths ahead of Michel Ferté and Tarquini. Behind, Moreno was leading a furious pack made up of Pirro, Kaiser, Streiff, del Castello, Alain Ferté, Grouillard and Tassin.

The protagonists, meanwhile, were driving hard. The Dane was pulling away strongly from his immediate follower. Tarquini was dropping back, his engine down on power. Moreno from Rome was driving the Team Onyx spare car and had been ousted from 4th position by Pirro.

Nielsen kept control of the race and was first home well ahead of Ferté. Tarquini's third place convinced the spectators that he is a man to be reckoned with following his commendable results at the opening F3000 rounds. Thruxton winner Emanuele Pirro almost conceded a lap to the leader as he crossed the post and Tyrrell driver Moreno picked up more championship points. Grouillard scored his first point

F3000 ESTORIL STARTING GRID

1. Thackwell Ralt RC20 1m 30.179s B	2. Nielsen Ralt RC20 1m 30.557s B
3. M. Ferté March 85B 1m 30.818s A	4. Santin March 85B 1m 31.082s B
5. Tarquini March 85 B 1m 31.395s B	6. A. Ferté Lola T 950 1m 31.454s B
7. Kaiser March 85 B 1m 32.324s A	8. Del Castello March 85 B 1m 32.534s B
9. Moreno Tyrrell 012 1m 32.595s A	10. Pirro March 85 B 1m 32.798s A
11. Streiff AGS JH 20 1m 32.821s	12. Danner March 85 B 1m 33.426 s A
13. Grouillard March 85 B 1m 33.531s A	14. Hytten Lola T 950 1m 33.635s A
15. Dumfries March 85 B 1m 35.030s A	16. Fangio Lola T 950 1m 40.451s A
17. Tassin March 85 B No times	

Tyres: A: Avon; B: Bridgestone.

John Nielsen (Ralt No 2) took over from team mate Mike Thackwell and went on to claim the kudos on the podium (top).

Gabriele Tarquini has progressed in leaps and bounds in F3000. A protagonist for the championship title, no doubt about it.

Thruxton winner Pirro (March 85B) confirmed he's a man to be reckoned with.

despite the lower rear bodywork on his March 85B collapsing. The exciting confrontation for 7th place between Alain Ferté, del Castello and Danner (without brakes in the closing laps) was finally decided in favour of the Lola man.

The provisional F3000 series leaders before the Vallelunga round were Thackwell and Nielsen with 15 points each, Michel Ferté having scored at all three rounds was close with 14 points and Pirro had 12. Four serious contenders, then, for the fight for the first ever F3000 championship crown.

N.H.

FINAL RESULTS

1. John Nielsen (Ralt RC20) 47 laps in 1 hour 12m 44.424s, at an average speed of 168.640 kph/105.4 mph; M. Ferté (March 85B) 1 hour 12m 57.78s; 3. Tarquini (March 85B) 1 hour 13m 37.61s; 4. Pirro (March 85B) 1 hour 14m 14.67s; 5. Moreno (Tyrrell 012) 46 laps; 6. Grouillard (March 85B) 46 laps; 7. A. Ferté (Lola T950) 46 laps; 8. Del Castello (March 85B) 46 laps; 9. Danner (March 85B) 46 laps; 10. Streiff (AGS JH20) 45 laps; 11. Fangio (Lola T950) 44 laps.

Race lap record: Mike Thackwell (Ralt RC20) in 1m 30.173s, at an average speed of 173.410 kph/108.381 mph.

F3000 CHAMPIONSHIP RESULTS (Results after three rounds.)

1. Thackwell and Nielsen 15 points; 3. M. Ferté 14 points; 4. Pirro 12 points; 5. Tarquini 8 points; 6. Danner 4 points; 7. Kaiser and Moreno 3 points; 9. Grouillard 1 point.

RETIREMENTS

Lap 1: **Santin** (off); lap 6: **Kaiser** (disqualified); lap 12: **Dumfries** (engine); lap 29: **Hytten** (electrics); lap 34: **Tassin** (rear wing collapsed). Non-classified (41 laps): **Thackwell** (rev limiter).

HEAVY WEATHER

SUB-ZERO TEMPERATURES COUPLED WITH ICY WINDS AND THICK SNOW ON THE TRACK PREVENTED THE FIFTEEN F3000 CARS FROM COMING UNDER STARTER'S ORDERS AT THE NURBURGRING ON APRIL 28. YET ANOTHER FACTOR THAT HAS JEOPARDISED THE FUTURE OF AN ALREADY AILING EUROPEAN CHAMPIONSHIP.

This time, AGS and Ekström had given the German F3000 round a miss which left a particularly unhealthy field of just fifteen cars. It is highly likely that a number of the teams will not be competing in the entire series, budgets being inadequate and sponsors hard to come by in view of the poor quality of the show offered. F3000 is, however, vital to the well-being of motorsport and FISA should endeavour to stop its newly-launched venture from sinking completely. More television coverage, for example, should be given to attract the backers, together with improved promoting of the event. At the Portuguese round, despite the Grand Prix, no effort had been made to publish an entry list or even practice times for the drivers themselves. The spectators weren't aware the show was being put on. A further factor playing against F3000 is the difference between the cars, as Thierry Tassin explained : *"Here at the Nürburgring, Thackwell and Ferté are over 1.5s ahead of the third fastest car. There's little we can do against them."*

The following times were obtained during the first qualifying session on Saturday, the previous day's session had been cancelled to reduce expenses.

Oreca had wisely opted for a March chassis fitted with Avon tyres giving Michel Ferté the perfect compromise to tackle the Ralt sisters. The Frenchman hugged on to pole position throughout practice until Thackwell went out on soft Bridgestone rubber, to grab back his familiar slot on the grid. Pirro was next, 1.68s shy of the New Zealander followed by Dumfries at 2.06s and then by the surprising Chauvet (March Oreca), just 2.16s behind. Danner was unable to rival with the leaders because of his engine malfunctioning and Nielsen had to fall back on the spare car when his race engine bogged down too.

It rained during the afternoon session, but Michel Ferté courageously put in the fastest time, ahead of Hytten, in excellent fighting spirits, and Pirro. Alain Ferté scored the 4th fastest time on the water-logged circuit. ■

QUALIFYING

1. Thackwell (Ralt RC 85) 1m 28.47s (B); 2. M. Ferté (March 85B) 1m 28.56s (A); 3. Pirro (March 85B) 1m 30.15s (A); 4. Dumfries (March 85B) 1m 30.53s (A); 5. Chauvet (March 85B) 1m 30.63s (A); 6. Nielsen (Ralt RC 85) 1m 30.74s (B); 7. Fangio (Lola T950) 1m 30.82s (A); 8. Tarquini (March 85B) 1m 31.04s (A); 9. Kaiser (March 85B) 1m 31.25s (A); 10. Danner (March 85B) 1m 31.39s (A); 11. A. Ferté (Lola T950) 1m 31.53s (A); 12. Hytten (Lola T950) 1m 32.18s (A); 13. Santin (March 85B) 1m 32.31s (B); 14. Campos (Tyrrell 012) 1m 32.74s; 15. del Castello (March 85B) 1m 33.13s (B).

Tyres: A: Avon; B: Bridgestone

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ICKX/MASS WIN FOR PORSCHE 962C

VICTORY WENT TO THE PORSCHE 962 C ON ITS FIRST OFFICIAL OUTING THIS YEAR ON THE ITALIAN CIRCUIT OF MUGELLO AT ROUND ONE OF THE 1985 WORLD ENDURANCE CHAMPIONSHIP.

by Jean-Marc Teissèdre

Fifteen thousand spectators thronged to Mugello to watch the first round of this year's World Endurance Championship held on April 14. The weather remained dry throughout, but strong winds blew. There were 19 cars present for qualifying but only 17 cars took part in the 191-lap race on the 5.245 km-circuit.

POLE FOR PATRESE

Ricardo Patrese drove his Lancia-Martini LC 3/85 brilliantly to notch up the fastest qualifying time of 1m 39.07s ahead of a trio of Porsche 962s led by Stuck/Bell (Rothmans), Bellof/Boutsen (Walter Brun) and Ickx/Mass (Rothmans), followed by the second Lancia-Martini of Wollek/Baldi.

The Italian smashed the former lap record, trimming off a good 2s and broke through the 1m 40s barrier. Lancia's team of engineers have obviously put in a great deal of hard work during the off-season and it looks like the cars from Turin will be a threat to their German rivals this year.

We would like to point out that Patrese did not use abnormally high turbo boost to set his fastest time, nor was it a fluke. Lancia have simply improved their package!

PORSCHE RETALIATE

Patrese was the first off the line and proved that he rightly deserved his place in the front row, with Bellof, Baldi, Surer, Ickx, Larrauri and Thackwell tagging on close behind. Patrese and Bellof were quick to pull out as the rest of the pack settled down, with Bell powering along alone in 3rd position and Surer and Larrauri leading the rest.

Out front, the quickest of the Lancias and Walter Brun's Porsche 962 slowly stretched their margin, whilst Ickx and Baldi gave more thought to fuel economy and put in considerably slower times. It wasn't until lap 25 that the epic Patrese/Bellof dice for first place came to an end when Bellof jumped round the leader.

Bell sailed past the startled and ailing Italian to snatch second place as Bellof began building up a steadily increasing safety margin.

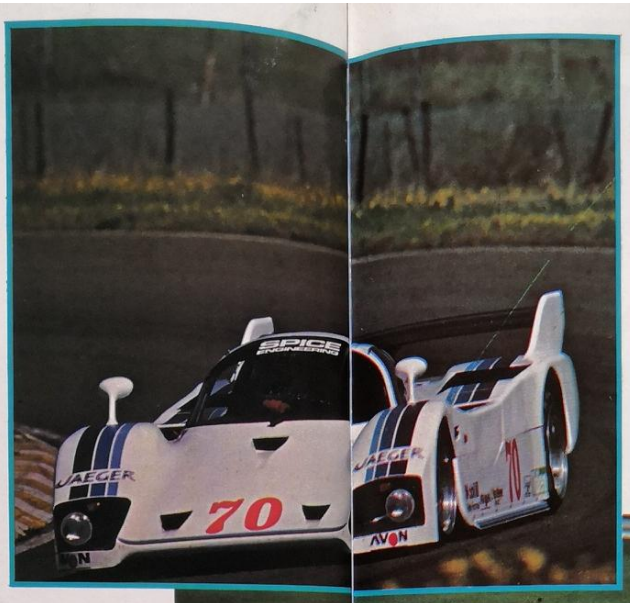
The Group C2 Alba slowly, but surely made up for its poor start, setting its sights on Gordon Spice's Tiga to eventually get past on lap 27.

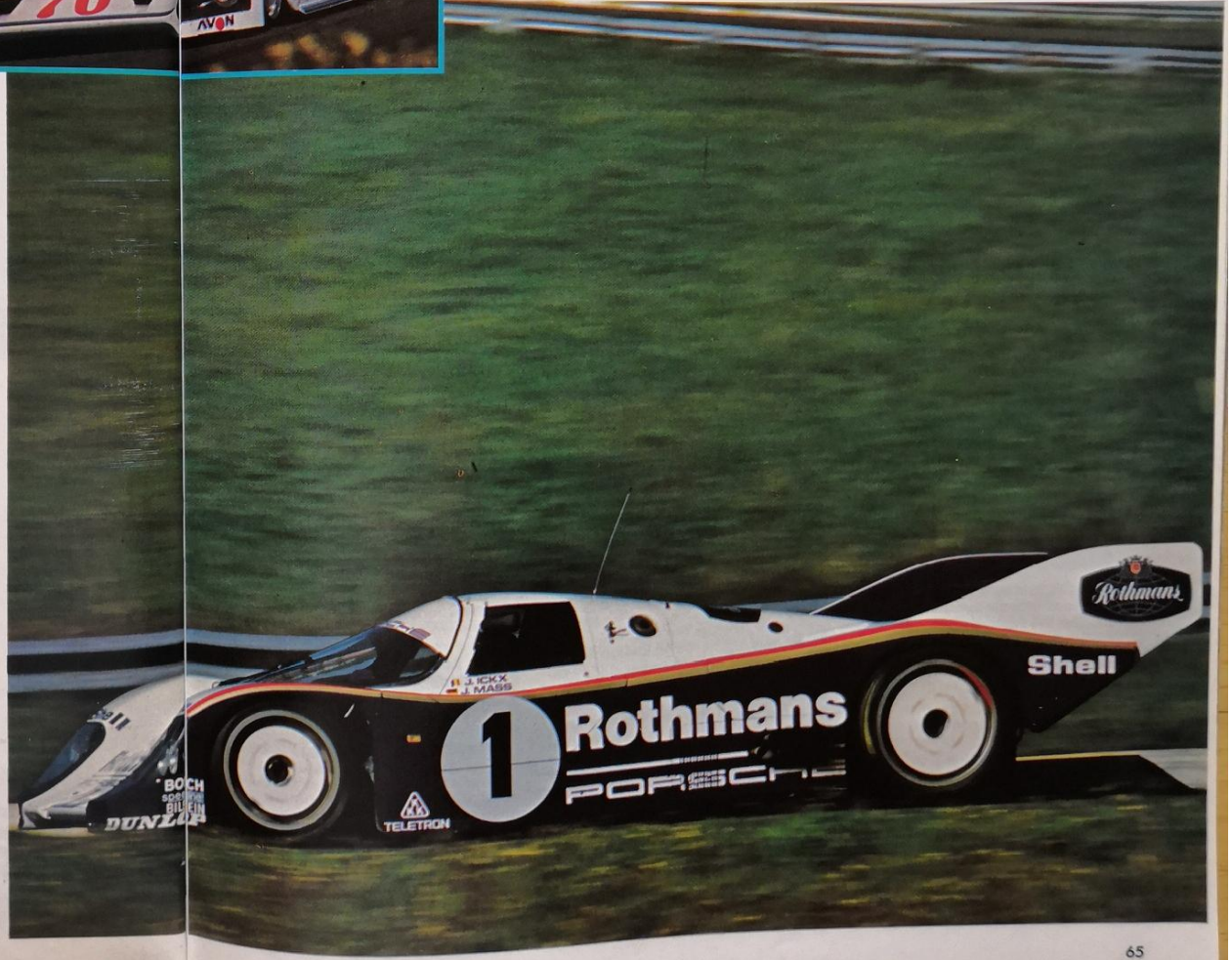
Bellof's and Stuck's Kremen Porsche 962s were the first to begin pitting for fuel. Next down pit lane came Patrese. Jacky Ickx waited until lap 35 before he came in. In command at that point was the Boutsen/Bellof outfit, followed by Nannini/Patrese and Stuck/Bell scrapping hard for third, continuously diving past each other until their two cars tangled. The German lost 10s in the process and the Italian a minute.

Ickx's prediction that the outcome would be decided during the closing 20 laps came true. Half way through the race, Bellof and Surer were 22s apart and Stuck was conceding 1m 36s, Patrese 1m 48s with Mass and Wollek a lap behind the leader.

On lap 114, Nannini made a pit stop with his oil pressure needle pointing to zero causing an upheaval on the leaderboard. Cesare Fiorio, the Italian team boss, was a truely disheartened man. His car had stood a good chance of winning. Now all his hopes were placed on the Wollek/Baldi car to save Lancia's honour. An almost impossible task. It was tailing a long train of Porsches.

Positions changed yet again on the second round of fuel stops, and, as if it had all been planned from the start, Ickx

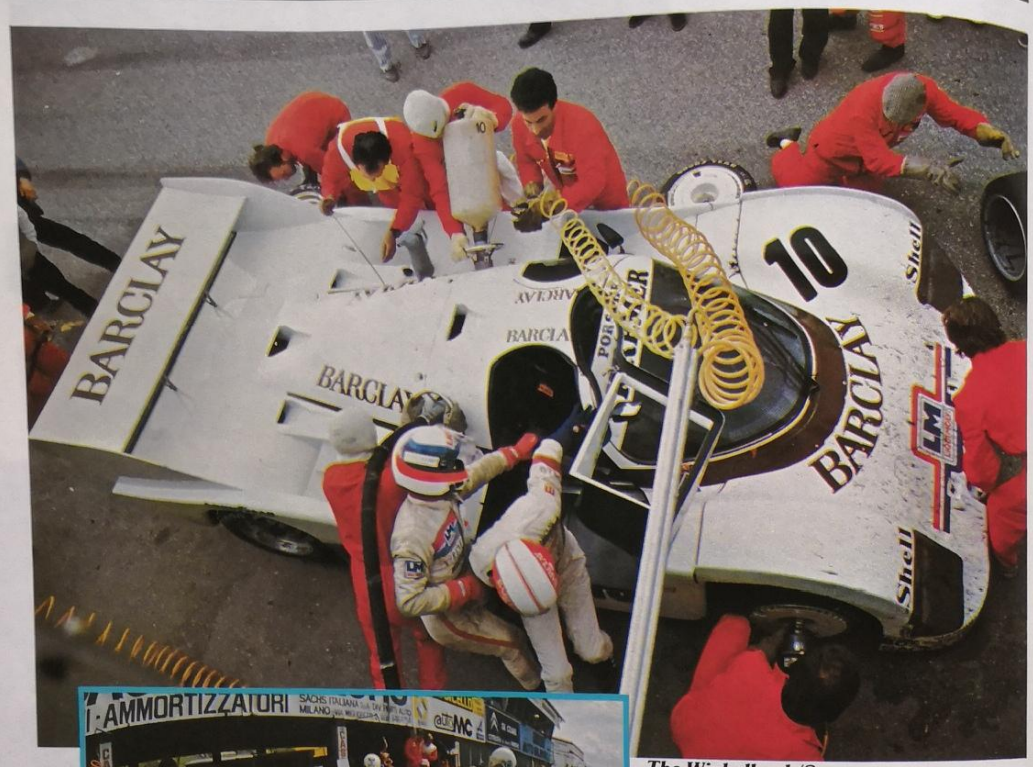




Bellm/Spice in the Group C2 Tiga (No 70) already emerge as likely candidates to the class crown (top left).

First outing of the season for the Porsche 962C (Boutsen/Bellof) at Mugello where the cars took a severe beating on the twisty punishing Italian circuit (top right).

The victorious Porsche 962C of Ickx/Mass (bottom).



The Winkelhock/Surer outfit stood a good chance of winning. But their Kremer 962 fell short of fuel and they finished a disappointing 2nd (above).

Problems, problems with the new fuel consumption regulations. Lancia, had done their homework thoroughly and crossed the line with over 60 litres in their tank to finish 4th

took charge of proceedings with 29 laps to go before the chequered flag was waved. The Winkelhock/Surer Porsche dropped back to second position. On lap 171, the Rothmans Porsche sporting No 1 led the field, followed by Bellof in the No 19, Surer in the No 10 and Stuck in the No 2. All the Porsche men were driving relatively slowly to cut down on fuel consumption, their engines being abnormally thirsty because of strong winds. Despite an average speed of 60 kph, Stuck brought his car to a halt just three laps before the end and waited, 200 yards from the line. He wouldn't have had enough fuel to complete another lap. Bellof was putting in lap times of 3m 30s as he went round with Surer, providing a dull show for the spectators. Stuck came to an unfortunate end. When the clerk of the course waved the black and white flag, as Jochen Mass motored first past the post, he started up his car to cross the line. The timing computers registered his last lap time at over 8m. However, the rules clearly stipulate that in order to be classified, a competitor's last lap must not be slower than four times the pole position time. No 2 did not comply with the ruling and was immediately disqualified, promoting Wollek/Baldi and co, unexpectedly up a place. As for the spectators, they weren't sure if they ought to whistle or boo or clap at such an unusual end to a race. Certain drivers were elated, others disappointed. In the Lancia camp there were still another 60 litres for the remaining car out on the track... An easy victory had slipped out of their hands. Their rivals now knew, that at Monza it would be even worse. Once all the counting had been done, Rothmans-Porsche were credited with 19 points more than "Victor", the owner of the antediluvian 935 in 10th position. Lancia notched up 10 points and Kremer was feeling chuffed with his two cars placed in the first ten. The spectators who had flocked to the circuit went home perplexed.

The Porsche 962 has proved itself a lethal weapon and has already chalked up four wins in four races since its first outing. A demoralising thought for the others.

In Group C2, victory went yet again to the Spice/Bellm Tiga, with the Finotto/Facetti/Dacco Alba behind. Helmutt Gall guided his BMW M1 to the finish giving good value for the money he spent nearly ten years ago, scoring some easy points in both the Group B FIA series and the BMW challenge. ■

MUGELLO 1000 KM

Round one of the World Endurance Championship for drivers and makes.
Date: April 14, 1985.
Circuit Length: 5.245 km/3.278 miles.
Race Length: 191 laps or 1,001.795 km/626.093 miles.
Weather: Dry for both qualifying and race with strong winds.
Attendance: 15,000.
Scrutineered: 19; **Qualified:** 19; **Forfeits:** 2; **Starters:** 17; **Classified:** 13. **Retirements:** 3; **Non-classified:**1.

FOR THE RECORD

First outing for the 962C and the Lancia LC3/85 • 19" Dunlop rear tyres on the official 962Cs • Michelin tyres on the Lancias • Stuck works driver for Porsche • First race for Ludwig with Kremer since 1979 • The Alba Carma backed by Totip.

PREVIOUS WINNERS (Last five editions)

1979: **Wollek/Fitzpatrick/Schürti** (Porsche 935)
1980: **Patrese/Cheever** (Lancia Beta M.C.)
1981: **Lombardi/Francia** (Osella PA 9-BMW)
1982: **Patrese/Alboreto** (Lancia Group 6)
1983: **Wollek/Johansson** (Porsche 956)

PIT STOPS AND RETIREMENTS

Lap 8: de Dryver (Cheetah)
Lap 12: Thackwell (956 No 26) lost a wheel
Lap 20: de Dryver (Cheetah) retired, lost rear wing
Lap 25: Patrese/Bellof collision
Lap 37: Sigala (956 No 18) lost a wheel
Lap 42: Nannini/Stuck collision
Lap 102: Larrauri (956 No 18) retired, off
Lap 113: Patrese (Lancia No 4) retired, oil pressure
Lap 191: Stuck/Bell (962 No 2) not classified for having completed last lap in more than 400 % of pole position time

Group C2 Prototype FIA Trophy

1. Spice-Engineering	**20 points**
2. Carma FF	15 points
3. Jens Winter Danmark (URD)	12 points
4. Ark Racing-Arthur Hough Pressings (Ceekar)	10 points
5. Roy Baker Promotion (Tiga-Ford turbo)	8 points

QUALIFYING TIMES

No	4. Patrese/Nannini	(Lancia LC 3/85)	1m 39.07s
No	2. Stuck/Bell	(Porsche 962 C)	1m 40.73s
No	19. Bellof/Boutsen	(Porsche 962 C)	1m 42.56s
No	1. Mass/Ickx	(Porsche 962 C)	1m 42.73s
No	5. Wollek/Baldi	(Lancia LC 3/85)	1m 43.54s
No	18. Larrauri/Sigala	(Porsche 956)	1m 43.70s
No	10. Winkelhock/Surer	(Porsche 962 C)	1m 43.95s
No	11. Ludwig/Fouché/Mussato	(Porsche 956)	1m 46.27s
No	26. Thackwell/Regout/Laessig	(Porsche 956)	1m 48.55s
No	20. Von Bayern/Brun*	(Porsche 956)	1m 51.93s
No	80. Finotto/Facetti/Dacco	(Alba-Carma)	1m 53.62s
No	70. Spice/Bellm	(Spice GC 85)	1m 53.62s
No	23. De Dryver/Brancatelli	(Cheetah-Aston Martin)	1m 59.42s
No	98. Smith/Wood/Rossiter	(Tiga-Ford turbo)	2m 02.14s
No	90. Winter/Viggo	(URD-BMW)	2m 04.09s
No	155. "Victor" Bertuzzi/Giudici	Porsche 935	2m 04.70s
No	88. Ashmore/Payne/Andrew	(Ceekar-Ford)	2m 06.33s
No	151. Gall/Felder/Maurer	(BMW M1)	2m 08.05s

* Did not start

Group B FIA Trophy

1. BMW	20 points

RACE LEADERS

Laps 1-24: Patrese/Nannini
Laps 25-32: Bellof/Boutsen
Laps 33-34: Patrese/Nannini
Lap 35: Wollek/Baldi
Laps 36-66: Bellof/Boutsen
Laps 67-71: Patrese/Nannini
Laps 72-100: Bellof/Boutsen
Laps 101-134: Winkelhock/Surer
Laps 135-141: Bellof/Boutsen
Laps 142-166: Winkelhock/Surer
Laps 167-191: Ickx/Mass

WORLD ENDURANCE CHAMPIONSHIP (DRIVERS)

1. Ickx/Mass 20 points; 3. Winkelhock/Surer 15 points; 5. Bellof/Boutsen 12 points; 7. Wollek/Baldi 10 points; 9. Ludwig/Fouché/Mussato 8 points; 12 Laessig/Thackwell/Regout/Spice/Bellm 6 points; 17 Finotto/Facetti/Dacco 5 points; 20. Winter/Viggo 4 points; 22. "Victor"/Bertuzzi/Guidici 1 point.

WORLD ENDURANCE CHAMPIONSHIP (TEAMS)

1. Rothmans Porsche 20 points; 2. Kremer Porsche Racing Team 15 points; 3. Brun Motorsport 12 points; 4. Martini Lancia 10 points; 5. Obermaier Racing 6 points; 6. Spice Jaeger Racing 4 points; 7. Camera FF 3 points; 8. Winter Jens 2 points; 9. "Victor" 1 point.

C2 Prototype Drivers' World Championship

1. Spice/Bellm	**20 points**
3. Dacco/Facetti	15 points
5. Winter/Viggo	12 points
7. Payne/Ashmore/Andrews	10 points
9. Smith/Rossiter/Wood	8 points

FINAL RESULTS

1. Ickx/Mass (Porsche 962 C) 191 laps in 5 hours 59m 52s, at an average speed of 166.151 kph/103.844 mph
2. Winkelhock/Surer (Porsche 962 C) 6 hours 01m 23s
3. Bellof/Boutsen (Porsche 962 C) 190 laps
4. Wollek/Baldi (Lancia LC 3/85) 187 laps
5. Ludwig/Fouché/Mussato (Porsche 956) 185 laps
6. Laessig/Regout/Thackwell (Porsche 956) 180 laps
7. Spice/Bellm (Spice GC 85) 175 laps and 1st Group C2
8. Finotto/Facetti/Daco (Alba/Carma) 162 laps
9. Winter/Viggo (URD-BMW) 160 laps
10. "Victor"/Guidici/Bertuzzi (Porsche 935) 159 laps
11. Gall/Felder/Maurer (BMW M1) 155 laps and 1st Group B
12. Payne/Ashmore/Andrews (Ceekar-Ford) 153 laps
13. Smith/Wood/Rossiter (Tiga-Ford) 136 laps

Lap record: Patrese (Lancia LC 3/85) 5.245 km in 1m 45.79s at an average speed of 178.485 kph/111.553 mph.
Former lap record: David Hobbs (Porsche 956) 1m 47.72s

WINKELHOCK/ SURER SAVED BY THE BELL

JUST AS THE RACE WITHIN THE RACE WAS ABOUT TO BEGIN, THE MONZA 1000 KM WAS ABRUPTLY BROUGHT TO A HALT THUS APPOINTING WINKELHOCK/SURER IN THEIR PORSCHE 962 THE EASY WINNERS.

by Jean-Marc Teissèdre

Climatic conditions at Monza were in keeping with tradition — it was neither hot nor cold, and the sky remained a greyish-blue throughout qualifying. Porsche got off to a bad start when after only thirty minutes of untimed practice, the Bell/Stuck 962 burst into flames. The German driver managed to extricate himself but the rear of the car was rapidly consumed by the furious flames. Rothmans had come to the circuit with four cars and their teams had the option of racing either a 956 or 962.

By Saturday's qualifying session all the cars had arrived. Lancia driver Wollek lost no time in setting the pace at 1m 32.20s on specially adapted Michelins to suit the track but stablemate Patrese, not to be outdone, scorched round the track to record a pole position time of 1m 31s dead. Fastest of the Porsche brigade were Palmer/Lammers and their 956 in 1m 34.81s.

Compared with last year, Lancia had improved their lap times by 6s and Porsche by only 0.8s. Ickx/Mass proved they were the quickest of the 962s and stopped the clocks at 1m 35.09s.

Alba put in the best C2 time with Finotto/Facetti/Dacco at the wheel, 0.7s ahead of the highly promising Spice-Ford of the Spice/Bellm crew. Strandell, however complained that the low octane content in the fuel was causing his pistons to blow. The Ecosse team had to change an engine and Nykjaer's BMW-engined car was having problems with first gear jumping out of place and then the rear brakes went, so the Danes wisely decided not to take part in the race.

THE RACE

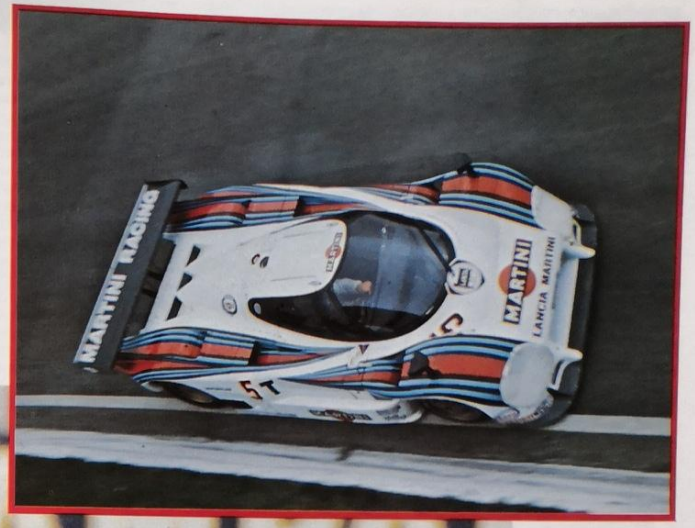
Strong winds were pushing the dark clouds away on Sunday morning. At least the teams wouldn't have to worry about racing in wet conditions, instead all their thoughts were centred on playing safe until the final stint to wage battle for the title. The race, therefore, got off to a particularly slow start with the two Lancias scrapping for the lead. By lap 3, the pack had settled down with Patrese leading Wollek, followed closely by Palmer and then the Brun, Kremer, Larrauri, Mass, Bell, Fouche Laessig and Acheson Porsches. Facetti was already conceding 20s and motoring along alone in the new Alba and the second Fitzpatrick 956 was tailing him somewhat discreetly with a batch of C2s in his wake. Cheetah and Strandell were early retirers and Barilla pulled his 956 into the pits with ignition failure twice within the first ten laps. Ahead the Lancia twins had pulled out over 2s on their nearest rivals, Palmer and Winkelhock; behind followed Boutsen, Larrauri and the two works Porsches — in compliance with their team's race tactics.

On lap 27, Palmer lost a wheel costing him four laps, but he drove out of the pits at the same time as Nannini and Baldi on their first round of fuel stops. Ickx and Stuck, meanwhile, had got round the Porsche privateers and Bellof had dropped back to 7th position because of a 25s pit stop, the fuel derrick was down on pressure.

The C2 Alba and Spice were embroiled in an exciting fight, much to the pleasure of the spectators. The Spice stopped three laps (lap 38) earlier than its rival for fuel. The Ecosse was the last of the 27-car field to take on fuel.

The Kremer Racing Porsche drew up in front of its pits and the Martini team were informed that it had tangled with Fiorio's Lancia No 5. Baldi was powerless to get the car out of the sand, thus leaving only one Lancia in for the fight, at the time leading the field 25s ahead of the No 1 and 38s ahead of the No 3. Meanwhile, the left front wheel of the Kremer was changed, the fuel tank topped up and Surer rejoined the race.

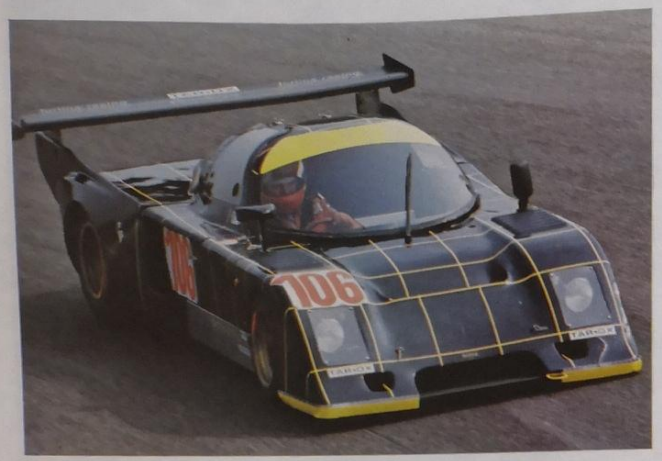
The entire field was motoring along with a view to saving on fuel to be in for the final charge which meant that there



Spice/Bellm scored their second Group C2 win at Monza (top left).

The Wollek/Baldi Lancia was pushed wide into the sand by a Kremer 956 where it remained stranded until the finish (top right).

Winkelhock/Surer (Porsche 956) were surprised to find they had been declared the premature winners (bottom).



Check paintwork for the Fortina-Lancia driven by Fortina/Gimax.

were abnormally few retirements. After three hours, Winkelhock had taken over command and was being tailed by the Porsches of Stuck/Bell and Mass/Ickx when the second round of fuel stops were over, mainly because they'd already refuelled after the incident with the Lancia. Jacky Ickx was obeying orders, it wouldn't be long before he could really do battle.

Whilst Surer was out leading the field, Paolo Barilla limped back to the pits with the front cover of his Porsche severely damaged. A tree had come crashing down in front of him. The race officials brought the red flag out and the race was over! Winkelhock/Surer were declared the winners giving the Kremer brothers a great surprise. Lancia were disappointed that the race had thus been decided since their car had proved it was an extremely competitive package. Jacky Ickx and Derek Bell were as pleased as pie for having obeyed orders...

Team by team

PORSCHE
There were four works cars, two 956s (009 and 004 chassis) and a pair of 962s (002 and 003 chassis) in either Le Mans or classical configuration. The Stuttgart men had really splashed out for the occasion. The Porsche armada had been further reinforced with Richard Lloyd's lighter 956 (870 kilos as against 885 kilos in Australia). All the lower bodywork had been redesigned, the side panels and front cover are now made out of carbon. The suspension unit was identical. The brakes had been revised, but the most important modification was the fitting of Goodyear tyres to the car, *"As Dunlop are supplying the factory, privateers like ourselves don't stand much of a chance getting their rubber,"* Richard Lloyd explained. Fitzpatrick was also back for the Italian round and following Yokohama's decision he had come to Monza with two 956s (102 chassis for the No 55 and 114 chassis for the No 33). Two teams had been made up with the Acheson/Gartner duo at one wheel and Niedzwiedz/Lopez/Wood behind the other. David Hobbs should be back by Silverstone in replacement of Gartner. Fitz has revealed that for both Le Mans and Fuji his cars will be backed by a big American sponsor. The last of the batch of 956s was raced by the New Man team, the 1983 winner on the same circuit (104 chassis).

LANCIA
Nothing had been changed on the Lancias since Mugello apart from the fact that special tyres had been manufactured for them at Clermont Ferrand following private testing during March and April.

CHEETAH
A new and more streamlined rear cover had been fitted as well as some "in house" parts, as Aston Martin no longer ensures an after sales service for its customers — there aren't enough! Parts like the fuel and oil pumps are now imported from Switzerland.

NYKJAER
First Danish Group C. Its constructor followed the path set by fellow Dane Jen Winther in that he opted for an URD-power plant. Similarly, the chassis came from Germany since it was bought from the Cologne-based Gépard company who were in financial difficulties just after they'd begun building a car for the Deutch-Rennsport Meisterschaft. The power unit is an M1 block, the engine size of which has been reduced to 3.2 litres to cut down on fuel consumption. URD wheel hubs have been fitted with AP brakes to the front and the Porsche equivalent to the rear. A Hewland FG 300 gearbox is featured as well as Bilstein dampers. The car was on Avon rubber. .

FORTINA
Mario Fortina has in fact adapted a Chevron to meet Group C requirements. The Italian driver has hopes to produce a series of economical C2s. With regards his first construction, we advise caution even though he is aiming at the Italian championship and not the world title. It cost Fortina £30,000 to assemble a 1982 Group 6 1450cc Lancia engine into a monocoque chassis, very similar to the B26. Generally, the package is compact, but certain accessories are out of proportion. A single KKK turbo has been fitted as well as Dunlop tyres and Tarox brakes. The car is, naturally, light, weighing in at 650 kilos. The Spice, the Tiga, the URD and the Gebhardt had all been sighted fairly recently prior to Monza. The Gebhardt-BMW driven by Lechner/Jelinski is in fact Cathy Muller's car which she raced in Australia in 1984. It has been revised since then with parts originally planed for the Cosworth-engined car (rear suspension) wrecked at Sebring following the incident between Jelinski and a March-Buick. There were many modifications on the Gebhardt-Ford which had been sold to the British ADA group, in an effort to lighten the car and there was a 3.3-litre Cosworth engine (as on the Spice CG in 1985) for Harrower and Richard Jones.

STRANDELL
First Swedish Group C and first Porsche-engined C2. The car belongs to Bo Strandell, a Porsche concessionary agent in Helsinborg and has had no help whatever from the German company, he estimates that his effort is costing him about £70,000. The car looks absolutely superb with its rounded fibreglass bodywork. The chassis has been derived from a Group 6 Toj. Strandell opted to feature a standard 3.3-litre engine with a single KKK turbo. All the accessories (930 brakes, gearbox, intercooler) come from the Porsche workshops. The car weighs in at a hefty 830 kilos which is considerable for a C2 even with 450 bhp under the engine cover. Avon tyres have been fitted.

ECOSSE
After a first attempt in 1984, the Ecurie Ecosse returned to C2 with their mini-Nimrod style car. The resemblance between the two cars is hardly surprising since Ray Mallock designed both cars within a year of each other. Both sport the colours of Bovis, a large building construction company. The monocoque chassis has been built out of aluminium and the chassis in kevlar. It weighs in at 760 kilos and thanks to its 3-litre Cosworth engine is able to rival with the leaders. The Ecosse will only be taking part in the European rounds of the WEC this year.

ALBA
The new AR 6 is on the whole larger, wider and longer than its 1984 predecessor, which had also been brought to Monza. The final version of the bodywork was the result of ten days of aerodynamic tests through the Turin Politechnico University wind tunnel at the end of January. It is composed of almost equal proportions of keval and carbon fibre. Engineer Stirano is worrying about how to make his car heavier now, since the chassis, too, is made out of carbon fibre and during scrutineering, the new Alba tipped the scales at a light 755 kilos. Although the chassis has not been modified, all the accessories have been repositioned. There is only one intercooler (left) instead of two (one on each side before). The water and oil radiators have been moved from the front and have been placed to the right behind the rear wheels. Previously, the turbo was positioned in the centre, but now it is placed, together with the exhaust, on the left-hand side.

Dimensions: Wheelbase: 2m 640 (2m 6 in 1984); Front track: 1m 56 (1m 54 in 1984); Rear track: 1m 48 (1m 46 in 1984).

MONZA 1000 KM

Monza 1000 km, round 2 of the World Endurance Championship for drivers.
Date: April 28, 1985.
Circuit: Monza Autodrome.
Track Length: 5.8 km/3.6 miles.
Race Distance: 173 laps or 1,003 km/626.8 miles.
Weather: Fine during both qualifying and the race.
Attendance: 15,000.
Entries: 38; **Scrutineered:** 29; **Qualified:** 29; **Starters:** 27; **Classified:** 18; **Retirements:** 9.

QUALIFYING

4. Patrese/Nannini (Lancia LC 3/85)	1m 31.00s
5. Wollek/Baldi (Lancia LC 3/85)	1m 32.20s
14. Palmer/Lammers (Porsche 956)	1m 34.81s
1. Ickx/Mass (Porsche 962)	1m 35.09s
18. Boutsen/Bellof (Porsche 962)	1m 35.18s
3. Stuck/Bell (Porsche 956)	1m 35.44s
19. Larrauri/Sigala/Zorzi (Porsche 956)	1m 35.71s
10. Winkelhock/Surer (Porsche 962)	1m 35.79s
11. V. Merwe/Fouche/Giacomelli (Porsche 956)	1m 36.92s
33. Gartner/Acheson (Porsche 956)	1m 38.16s
7. Ludwig/Barilla/Heyer (Porsche 956)	1m 39.55s
26. Laessig/Regout/Perreira (Porsche 956)	1m 40.18s
80. Finotto/Facetti/Dacco (Alba-Carma)	1m 42.22s
55. Niedzwiedz/Lopez/Wood (Porsche 956)	1m 42.42s
81. Kessel/Frey/Coppelli (Alba-Carma)	1m 44.85s
70. Spice/Bellm (Spice-Ford)	1m 44.96s
79. Mallock/Wilds/Leslie (Ecosse-Ford)	1m 49.62s
23. De Dryver/Brancatelli (Cheetah/Aston Martin)	1m 51.52s
171. Victor/Guidici/Bertuzzi (Porsche 935)	1m 52.18s
72. Jelinski/Lechner (Gebhardt-BMW)	1m 52.47s
75. Harrower/Jones (Gebhardt-Ford)	1m 52.47s
99. Hoy/Smith (Tiga-Ford turbo)	1m 54.27s
90. Winther/Mercer (URD-BMW)	1m 56.35s
106. Fortia/Gimax (Fortina-Lancia)	1m 56.44s
105. Nykjaer/Knudsen* (Nykjaer-BMW)	2m 00.13s
97. Dickens/Schancke (Strandell-Porsche)	2m 00.61s
88. Payne/Ashmore/Andrews (Ceekar-Ford)	2m 01.17s

* Did not start

DRIVERS' GROUP C2 FIA TROPHY

(Results after Mugello and Monza)
1. Spice/Bellm 40 points
4. Dacco/Facetti/Mallock/Wilds/Leslie 15 points
3. Winther 24 points
9. Payne/Ashmore/Andrews 16 points
12. Viggo/Mercer 12 points
14. Jelinski/Lechner 10 points
16. Harrower/Jones/Smith/Rossiter/Wood 8 points

SUCCESSIVE LEADERS

Lap 1-29: Patrese/Nannini
Lap 30: Larrauri/Sigala/Zorzi
Laps 31-63: Patrese/Nannini
Lap 64: Bellof/Boutsen
Lap 65: Larrauri/Sigala/Zorzi
Laps 66-78: Winkelhock/Surer
Laps 79-92: Patrese/Nannini
Laps 93-95: Bellof/Boutsen
Laps 96-115: Bell/Stuck
Laps 116-120: Patrese/Nannini
Laps 121-137 (Race stopped): Winkelhock/Surer
The race was stopped on lap 138 when strong winds sent a tree crashing down on the track.

DRIVERS' WORLD CHAMPIONSHIP POINTS

1. Surer/Winkelhock	**35 points**
3. Ickx/Mass	30 points
5. Boutsen/Bellof	20 points
7. Bell/Stuck	15 points
9. Patrese/Nannini	12 points
11. Spice/Bellm	11 points
13. Wollek/Baldi/Fouche	10 points
16. Ludwig	8 points
17. Lammers/Palmer/Laessig/Thackwell	6 points
21. Dacco/Facetti	5 points
23. Larrauri/Sigala/Winther/Viggo	4 points
27. Van der Merwe/Giacommelli	2 points
29. Heyer/Barilla/Bertuzzi/Guidici	1 point

PIT STOPS AND RETIREMENTS

Lap 3: **Strandell:** retired, engine
Lap 3: **Cheetah:** retired, engine
Lap 6: **Barilla:** spark plugs
Lap 12: **Barilla:** ignition
Lap 27: **Palmer:** lost front right wheel
Lap 32: **Boutsen:** fuel derrick problems
Lap 41: **Coppelli:** gearbox
Lap 47: **Baldi:** retired, tangled with Surer
Lap 47: **Surer:** changed front right wheel
Lap 73: **Parreira:** blown left turbo
Lap 74: **Laessig:** turbo and oil problems
Lap 100: **"Victor":** lost front left wheel
Lap 132: **Larrauri:** lost front left wheel
Lap 137: **Barilla:** damaged front cover when tree crashed onto the track
Lap 138: Race ended.

FOR THE RECORD

First Danish and Swedish Group C entries • First outing for the Lancia-engined Fortina • Bell/Stuck raced the 956 following Stuck's accident which wrecked his 962 • Goodyear tyres were fitted to the Palmer/ Lammers 956 • Bell/Stuck had a Le Mans-type front cover and a short rear cover • Ickx/-Mass had a narrow front cover and short rear cover • First outing for the Alba AR 6 • No Group Bs • Maiden 1985 championship round for the two Gebhardts • Renzo Zorzi made his come back at the wheel of a Brun 956 and Giacomelli in a Kremer 956 • Maiden race for Strandell and Nykjaer • New rear cover on the Cheetah •

PREVIOUS WINNERS (Last five editions)

1980: Wilson/de Cadenet (de Cadenet-Ford)
1981: Doeren/Laessig (Porsche 935)
1982: Pescarolo/Francia (Rondeau-Ford)
1983: Wollek/Boutsen (Porsche 956)
1984: Bell/Bellof (Porsche 956)

FINAL RESULTS

1. Winkelhock/Surer (Porsche 962) 138 laps in 4 hours 04m 41s, at an average speed of 196.264 kph/122.665 mph; 2. Stuck/Bell (Porsche 956) 4 hours 05m 12s; 3. Patrese/Nannini (Lancia LC 3/85) 4 hours 05m 49s; 4. Mass/Ickx (Porsche 962) 4 hours 06m 04s; 5. Boutsen/Bellof (Porsche 962) 4 hours 06m 13s; Palmer/Lammers (Porsche 956) 132 laps; 7. Larrauri/Sigala/Zorzi (Porsche 956) 129 laps; **8. Spice/Bellm (Spice-Ford) 127 laps and 1st Group C2;** 9. Fouche/Van der Merwe/Giacomelli (Porsche 956) 126 laps; 10. Barilla/Heyer (Porsche 956) 125 laps; 11. Mallock Wilds/Leslie (Ecosse-Ford) 125 laps; 12. Niedzwiedz/Wood/Lopez (Porsche 956) 123 laps; 13. Winther/Mercer (URD-BMW) 122 laps; 14. Jelinski/Leschner (Gebhardt-BMW) 111 laps; 15. Victor/Guidici/Bertuzzi (Porsche 935) 111 laps; 16. Harrower/Duffield/Jones (Gebhardt-Ford) 110 laps; 17. Gartner/Acheson (Porsche 956) 104 laps; 18. Payne/Ashmore/Andrews (Ceekar-Ford) 96 laps; 19. Smith/Hoy (Tiga-Ford Turbo) 82 laps. **Race lap record:** not given.

THE RULES OF THE GAME

COMPLETELY DOMINATED THROUGHOUT QUALIFYING BY THE LANCIA TWINS, ICKX/MASS TURNED THE TABLES TO MAKE IT YET ANOTHER 1-2 FOR THE PORSCHE WORKS TEAM. AN EXCITING ROUND AND ONCE LANCIA'S RUN OF BAD LUCK COMES TO AN END THEY'LL BE IN WITH A CHANCE OF SECURING A LONG AWAITED CHAMPIONSHIP TITLE.

by Jean-Marc Teissèdre

Beaten yet again during qualifying by the Italians, Porsche demonstrated they're still every bit as competitive as they ever were in Group C racing. Lancia got them worried, though, and if it hadn't been for Lady Luck smiling unfavourably upon Patrese/Nannini and Wollek/Baldi, the Lancia brigade could have beaten the Germans at their own game. So, we'll have to wait until Hockenheim on July 14 (Le Mans is not really comparable) to see if Lancia can at last vanquish their rivals. Let's hope so for the sake of Endurance. Meanwhile, well done Porsche for having completed the 1000 km at an average speed of 204 kph as against 196 kph in 1984 with 15 % less fuel!

Qualifying was an exceptionally cold affair for the month of May. Patrese took care of setting pole position in a very fast 1m 10.84s, only 0.4s shy of René Arnoux's fastest qualifying time at the 1983 British Grand Prix. Baldi had no trouble in ensuring an all-Italian front line. The nearest of their German rivals was Bell in 1m 13.12s, followed by the Winkelhock/Surer 962 C and then the Palmer/Lammers 956.

In Group C2, Gordon Spice unexpectedly recorded a faster time than the Facetti Alba and almost bettered Crang's Tiga which he had entered in the Group C1 class.

An enthusiastic crowd of 20,000 had come to brave the cold and the risk of an eventual downpour to watch Wollek lead the 31 entries into Copse Corner. Behind came the sister Lancia car and an impressive showing of Porsches headed by Winkelhock, then Palmer, Boutsen, Larrauri, Ludwig, Hobbs and only then Mass and Bell. It wasn't until a good five or six laps had been completed that the pack settled down as Patrese took over command from Wollek whilst the Porsches led by Palmer kept up the pressure. The Brit guided his 956 past the leading Lancia on lap 9, just when the Alba-Ford made its first of many pit stops. It was an exciting race and the spectators were kept oohing and ahhing as the Winkelhock/Larrauri/Ludwig trio showed off their braking talents. Thierry Boutsen was already out of the race on lap 20 with a torn off front right wheel and Hobbs suffered the same fate only minutes later. The pace setters were lapping in the 1m 16 — 1m 21s-bracket and after 20m of racing there were only six other cars on the leader's lap. On lap 30, the leaders even caught sight of the rear end of the 956 No 2. Meanwhile, the Group C2 battle was still going strong with the Spice, Gebhardt and Ecosse fighting hard for class honours.

The first round of scheduled pit stops began on lap 35 with Bell, and then Mass, the Lancia twins and Winkelhock a lap later. Leader Palmer stayed out until lap 38 proving that his fuel economy problems had been remedied. On the second round, the tension began "hotting" up as Patrese made up his mind to recapture the lead from Palmer. He succeeded only to have Palmer grab it straight back. The works Porsches were left trailing by over a minute and Stuck was motoring along ahead of Ickx and only five cars were on the same lap by lap 100.

Less than two laps later the leading Palmer/Lammers 956 was in difficulty with a loose wheel and gone were their chances of finishing in the first three. Instead the Italians were leading the dance ahead of four works Porsches. During their scheduled pit stop, the Lancias lost their lead to Larrauri/Sigala who hadn't refuelled. When they did, the Lancia twins were back out ahead.

WEC leaders Ickx/Mass drove their 9C intelligently to take the honours.

PORSCHE UNINTENTIONALLY

Nannini limped back to the pits where he stayed for 6m to get a wheel bearing repaired and in the process dropped back to 7th position, five laps behind Wollek/Baldi who were leading Larrauri/Sigala and the two works Porsches. The Argentinian's car spun off on lap 172 and ploughed through five rows of catch fencing at Beckets. It was later found that worn tyres had been fitted to the car during a fuel stop. Brun's team driver Boutsen got the fright of his life when he lost (yet another) wheel. As the end drew nigh, the Lancia and Porsche entries were proclaimed OK for fuel and it wouldn't be long until Lancia would get their long awaited victory. Just as Ickx drove out of his pits to rejoin the race for a final hard stint on lap 185, the leading Lancia driven by Baldi was slowing. The gearbox had been drained of all its oil. The Lancia mechanics had tears brimming over as they tried to accept their fate. Fiorio was the only man not to show any typical Latin emotion. He was busy watching Patrese carving his way up to a possible 3rd-place finish. The Italian driver managed it with only two laps to go as he lapped his way round in the 1m 17s. The two works Porsches crossed the line together, but were a lap apart. They had been putting lap times of 1m 23s.

Never before had the Group C entries completed a 1000 km-race in less than five hours. The Ecosse team finished a brilliant 9th overall and were the C2 winners, thereby putting an end to the Spice reign which had lasted all of seven races. ■

Sensational during qualifying but Lancia are still hankering after victory.

Team by team

EMKA
Steve O'Rourke has built his car around a 1983 Le Mans chassis, but the car has been greatly modified resulting in higher output and a 50-kilo weight loss as the car now tips the scales at 880 kilos. The Aston Martin power plant features a Lucas Mico injection system. Dunlop tyres had been fitted to the Down Corning-sponsored entry.

PORSCHE
Nothing new to report on the Stuttgart boys' cars, they didn't have time to repair their car gutted by fire at Monza. Derek Bell and Hans Stuck had a 956 chassis around their 962 C block, fitted with 19" wheels. The privateers were shuffled around with Stefan Bellof absent as he was doing some testing for Ken Tyrrell and his new F11 Brun was called in to co-drive with Thierry Boutsen. Copelli joined the Kremer outfit and South African drivers Fouche and Van der Merwe. Paul Belmondo, the actor's son, was back in the Joest team and was driving with Ludwig/Barilla in preparation for the Le Mans 24 Hours. Old-timer Guy Edwards was brought in to replace Klaus Niedzwiedz on the Fitzpatrick entry, due to the fact that he's found a rich sponsor for Le Mans. Richard Lloyd had his 956 (chassis No 007) which Bellof had wrecked at the 1983 edition of the Nürburgring 1000 km. The car had been repainted in Rothmans' colours and is often used to carry the mobile camera from which the tobacco company obtain the films to produce their excellent promotional material. Vern Schuppan and James Weaver were at the wheel. Joest's cars have been fitted with Sachs absorbers since the beginning of the season and not Bilstiens as before. Laessig's compression rate was at 8.5 as against 9.0 for the other German entries.

ALBA
One of the three cars was powered by a 3-litre Cosworth engine and was raced by the Italian trio Barberio, Gelinni and Giangrossi. The chassis had been involved in an accident last year at the Japanese round and had been repaired, but no modifications had been made. The other two Albas featured Carma power blocks and the same driver combinations were at the wheels.

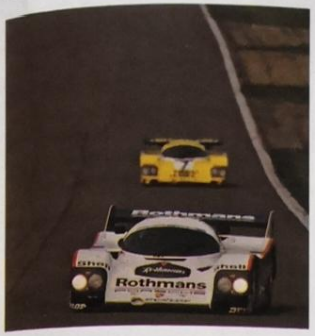
RONDEAU
Pierre Yver hadn't touched his M 383 in ten months. On the Thursday preceding the race, he took it out for a spin to make sure that everything was in good working order and then headed straight off to the British circuit. The object of the exercice was to get the mechanics and the drivers practising for Le Mans. Primagaz, the team's main backer from last year, is continuing with its sponsorship and Yver has also managed to convince a meat company that his car is worth investing in. Jean Rondeau himself made the trip over.
Ecosse, Cheetah, URD and Strandell were all unchanged since Monza.

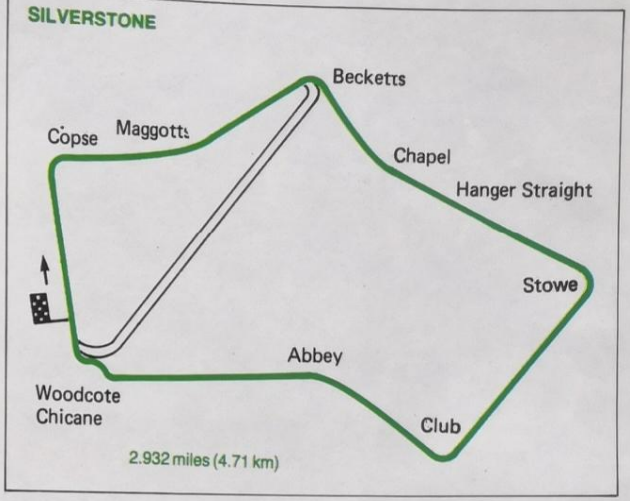
TIGA
Howden Ganley came along to supervise the four-car armada. Or three, if, like Gordon Spice, the No 70 is considered as a Spice and not a Tiga in view of the fact that it has been built, assembled, and modified by the man himself. Niel Crang and Lee Davey now own the car which looks just the same as it did in 1984. Crang and partner Davey tried out their luck in C1 with the assembling of a 3.9-litre Cosworth power block prepared by Nicholson. For Le Mans, though, they'll be back in their rightful C2 ranks (Spice is continuing to show allegiance to the 3.3). In Roy Baker's camp, there was a second little Tiga which was only used during practice.

GEBHARDT
There were two Ford-engined entries. The English ADA men had found the time to redecorate their car in the Union Jack colours. The works model was in blue livery, sporting the beer people Labatts' colour as well as Penthouse Canada's and John Graham had also brought two sponsors.

LANCIA
There was a new Porsche-style front cover to increase downforce and improve on overall streamlining of the car. Otherwise, the Lancia were the same as at Monza.

MAZDA
Mazda's C2s from last year had been revised too, and although they looked similar, the wheelbase had in fact been lengthened by 8 cm to improve on overall stability. The Japanese wizards have been thinking ahead to Le Mans and they had redesigned the bodywork, making the rear cover much more rounded together with the fitting of two large NACA air inlets. To improve on fuel economy, injection is via carburettors. Dunlop are continuing to supply the team with both their rubber and the cash and the cars were sporting identical livery to when they were last seen at Fuji in 1984.





SILVERSTONE 1000 KM

Round two of the World Endurance Championship for teams.
Round three of the World Endurance Championship for drivers.
Circuit: Silverstone.
Track Length: 4.718 km/2.932 miles.
Race Length: 212 laps or 1,000.22 km/625.137 miles.
Weather: Cold and overcast.
Entries: 40; **Scrutineered:** 34; **Qualified:** 33; **Starters:** 31; **Classified:** 18; **Retirements:** 13.

QUALIFYING

5. Wollek/Baldi (Lancia LC 3/85)	1m12.75s
2. Bell/Stuck (Porsche 956)	1m13.12s
10. Winkelhock/Surer (Porsche 962)	1m13.43s
14. Palmer/Lammers (Porsche 956)	1m13.44s
19. Boutsen/Brun (Porsche 962 C)	1m13.65s
1. Ickx/Mass (Porsche 962)	1m13.92s
18. Sigala/Larrauri (Porsche 956)	1m14.14s
7. Ludwig/Barrilla/Belmondo (Porsche 956	1m14.41s
33. Hobbs/Gartner (Porsche 956)	1m14.90s
11. Fouche/Van der Merwe/Copelli (Porsche 956)	1m16.82s
55. Lopez/Wood/Edwards (Porsche 956)	1m17.35s
26. Laessig/Regout/Pererja (Porsche 956)	1m19.53s
69. Schuppan/Weaver (Porsche 956)	1m19.87s
66. Needell/O'Rourke/Evans (EMKA-Aston Martin)	1m20.75s
70. Lee Davey/Crang (Tiga GC 84)	1m21.15s
67. Spice/Bellm (Spice GC 85)	1m21.34s
80. Finotto/Facetti/Dacco (Alba AR 6-Carma)	1m21.89s
79. Wilds/Mallock/Leslie (Ecosse-Ford)	1m24.08s
74. Jelinski/Graham/Adams (Gebhardt JC 853-Ford)	1m25.14s
85. Yorino/Katayama (Mazda 737 C)	1m25.18s
24. Brindley/Cooper (Cheetah-Aston Martin)	1m26.09s
86. Kennedy/Terada (Mazda 737 C)	1m26.36s
98. Los/Hoy/Twirring (Tiga GC 284-Ford turbo)	1m26.53s
81. Frey/Kessel (Alba AR3-Carma)	1m26.67s
31. Yver/Rondeau/Rousselot (Rondeau M382-Ford)	1m27.23s
75. Harrower/Earle/Galvin (Gebhardt JC 843-Ford)	1m27.76s
90. Winther/Mercer (URD-BMW)	1m28.56s
82. Giangrossi/Barberio/Gelini (Alba AR3-Ford)	1m31.64s
97. Dickens/Schanche (Strandell-Porsche)	1m32.75s
88. Payne/Ashmore/Andrews (Ceekar 83 J1-Ford)	1m34.56s

GROUP C2 FIA TROPHY

1. Spice 35 points; 2. Ecosse 20 points.

WORLD ENDURANCE CHAMPIONSHIP (DRIVERS)

1. Ickx/Mass 50 points; 2. Winkelhock/Surer 45 points; 3. Stuck/Bell 30 points; 4. Patrese/Nannini 24 points; 5. Palmer/Lammers 16 points; 6. Ludwig 14 points.

WORLD ENDURANCE CHAMPIONSHIP (MAKES)

1. Rothmans Porsche 40 points; 2. Kremer Porsche Racing 25 points; 3. Martini Lancia 22 points; 4. Brun Motor Sport 13 points.

SILVERSTONE 1000 KM FINAL RESULTS

1. Ickx/Mass (Porsche 962 C) 212 laps in 4 hours 54m 3s, at an average speed of 204.11 kph/127.56 mph; 2. Stuck/Bell (Porsche 956) 211 laps; 3. Patrese/Nannini (Lancia LC3/85) 210 laps; 4. Winkelhock/Surer (Porsche 962 C) 210 laps; 5. Palmer/Lammers (Porsche 956) 207 laps; 6. Ludwig/Barilla/Belmondo (Porsche 956) 206 laps; 7. Laessig/Regout (Porsche 956) 204 laps; 8. Fouche/Van der Merwe/Copelli (Porsche 956) 195 laps; 9. Wilds/Mallock/Leslie (Ecosse C2/85) 193 laps; 10. Boutsen/Brun (Porsche 962 C) 193 laps; 11. Spice/Bellm (Spice GPC 85) 189 laps; 12. Baldi/Wollek (Lancia LC3/85) 188 laps; 13. Dickens/Schancke (Strandell Porsche) 176 laps; 14. Jelinski/Graham/Adams (Gebhardt) 174 laps; 15. Payne/Ashmore (Ceekar 83J1) 173 laps; 16. Kennedy/Terada (Mazda 737 C) 173 laps; 17. Finotto/Facetti/Dacco (Alba Carma) 164 laps; 18. Frey/Kessel (Alba Carma) 148 laps.
Race lap record: Palmer (Porsche 956) in 1m 15.96s, at an average speed of 223.620 kph/139.762 mph.

RENAULT'S EXPLOIT OVERSHADOWED

AFTER ITS FIRST RATHER FALTERING STEPS IN THE FRENCH CHAMPIONSHIP, THE RENAULT MAXI 5 TURBO WAS FAR FROM BEING ONE OF THE FAVOURITES FOR THIS, THE 29TH EDITION OF THE TOUR OF CORSICA. YET IT WAS JEAN RAGNOTTI WHO TOOK THE LEAD AFTER THE FIRST STAGE, A LEAD HE WAS TO HOLD ONTO UNTIL THE END OF THE RALLY. BUT THERE ARE TIMES WHEN EVEN THE MOST OUTSTANDING PERFORMANCE CAN SEEM TOTALLY MEANINGLESS. *by Michel Lizin*

Fortunately, death is not a regular occurence in the world of rallying. No doubt it is for that reason that Attilio Bettega's fatal accident had such a profound effect on drivers, service crews, journalists and spectators alike.

Attilio was an unpretentious driver, kind, quiet and sincere and, ironically, a great supporter of the Tour of Corsica. *"It's my favorite Rally,"* he stated before the start. It was also the event that marked a number of landmarks in his career. There was his accident in 1982, his return to competition just 12 months later and, Thursday May 2, 1985, the accident that put an end to the talented Italian driver's career for ever.

We are aware that our sport, like many others, is dangerous. Up until now we have been able to refuse to think about the risk, chase it out of our thoughts. Attilio's death has brought us all back to reality. The shock is hard to accept. We'll need a while before we get over it. A long time.

Longer, in any case, than the 1,600 km of the 1985 Tour of Corsica. Röhrl, Frequelin, Salonen and Darniche had retired after only the first stage. Lancia retired their cars immediately after Bettega's accident. The Rally had lost its interest as well as its soul.

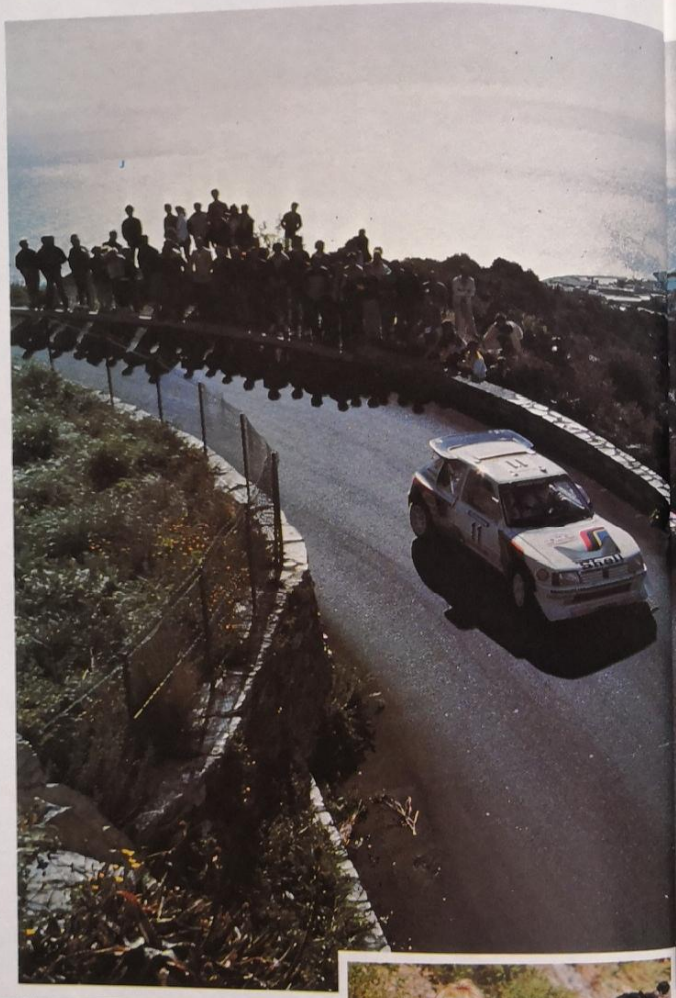
THE RENAULT DEMONSTRATION

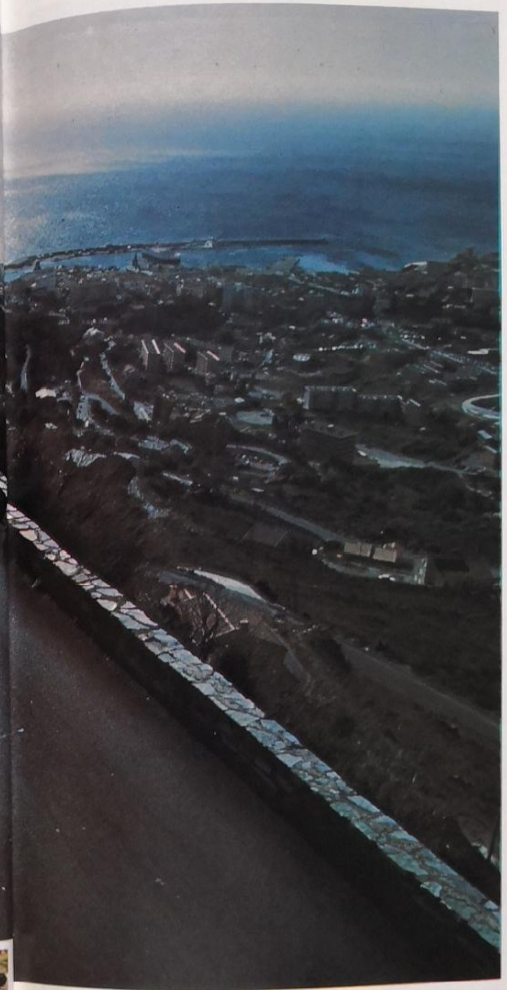
Before the Tour of Corsica, the debuts of the Renault Maxi 5 Turbo had been far from promising. In the first three Rallies of the French National Championship, Frequelin's 'ageing' Opel Manta had won each time. But, from the very first stage of the World Championship round, Ragnotti recorded fastest time, no less than 10s faster than the nearest Lancia and 22s faster than Saby's Peugeot 205. To silence all those who might have thought that was just a flash in the pan, Jean Ragnotti held onto his lead for the rest of the Rally. Only after the French driver had spun, did Ari Vatanen get within 1 second of the Renault. *"My task was made a lot easier following the numerous retirements at the beginning of the Rally,"* explained Ragnotti, *"but I am particularly happy with the way I built up my lead during the first 7 stages. That was the moment when Saby and Vatanen both suffered punctures on their Peugeots and, as we got towards the end of the first leg, I was already able to slow down my pace. I know that the new Maxi Turbo has still not really had its reliability tested to the full because here, in Corsica, I rarely exploited its possibilities to a maximum, but one thing is sure now, the latest Renault 5 Turbo is extremely competitive on tarmac. Renault's target was to build the fastest two-wheel drive car on tarmac. I think we've been able to prove that."*

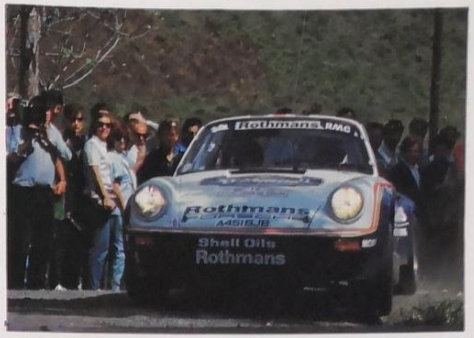
Perhaps if the fight for first place had been tighter, the pace might have shown up certain weaknesses on the Renault. It's possible, but the fact remains that the Maxi Turbo suffered from no mechanical problems whatsoever during the Rally. Only the changing of a wheel during a stage punctuated Ragnotti/Thimonier's drive to victory.

"The 16 inch wheels and the new Michelin tyres have both played an important part in the improvement of the car's handling as well as tyre endurance. After a number of teething problems, the Maxi 5 Turbo is now an easier car to drive, lighter, more agile and more fun. The disappearance of our various opponents merely made the tyre supply problem a lot easier since there were not enough of the latest S4 Michelins available for everyone."

However, the result here in Corsica should change Renault's rally programme. Gérard Toth, who was present at the Rally with the small Renault Sport team, declared that he was hoping to enter the Maxi 5 Turbo in another World Championship round in 1985. Let's hope so. The San Remo would seem like a good bet.







First outing for the new version of the Turbo 16 which Bruno Saby guided to the finish to notch up some important World Rally Championship points for Peugeot.

Vatanen/Harryman had an extremely narrow escape when their Peugeot 205 Turbo 16 overshot a bend and fell down a steep embankment where it was stopped by trees.

A good result for the Rothmans-Porsche Team.

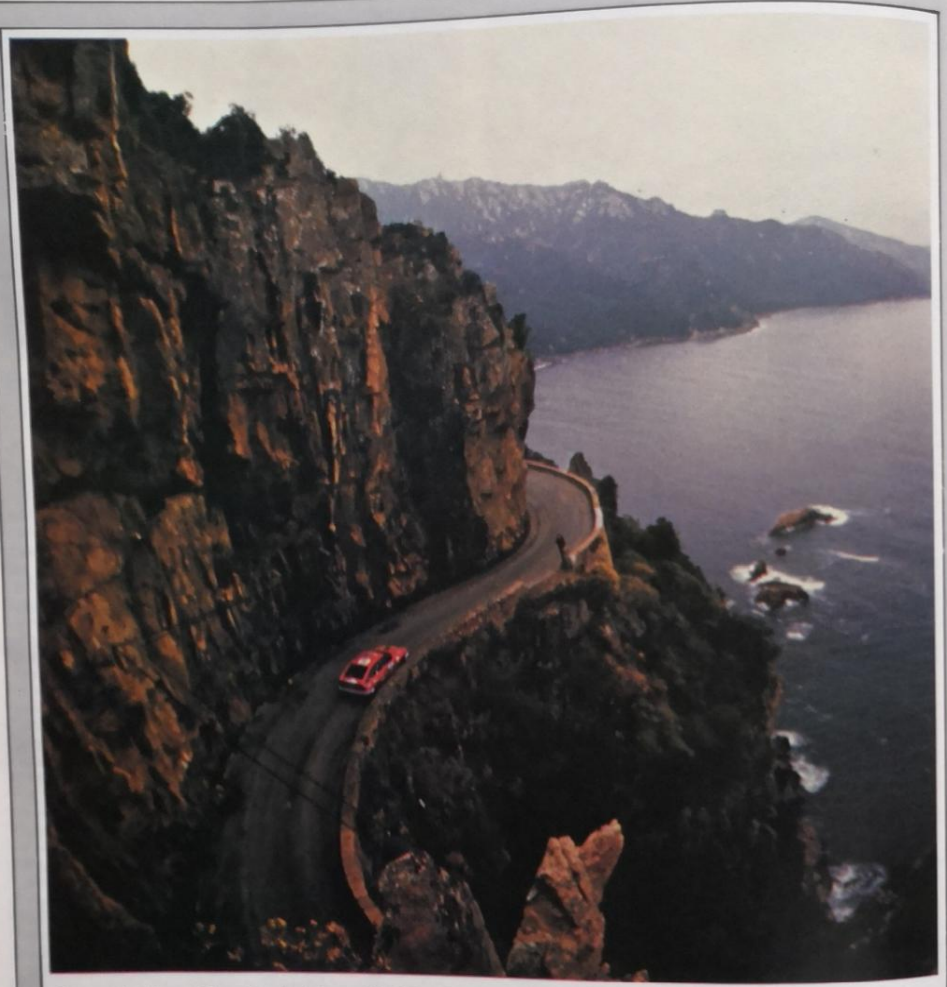
A PROMISING START

After an extremely successful start to the season, the Peugeot team started to meet with bad luck on the Safari and Bruno Saby was more than happy to take second place in Corsica, where the French manufacturer had come to win. Ari Vatanen's delay and, later, retirement were both due to driver errors, albeit small ones, whereas Timo Salonen's early disappearance was due to sliced wire in the fuel feed. Perhaps the French team is paying for the pace with which they are running their assault on the World Championship. Audi have had similar problems in recent years and continue to do so in 1985. The qualifying rounds follow each other so quickly that perhaps the cars can't be as thoroughly prepared as teams that only enter selected rallies.

Peugeot must be disappointed with their result in Corsica. They've got into the habit now of winning. However, they can be pleased with the 16 points that Bruno Saby's second place brings them and they also have confirmation that the new Evolution 2 Peugeot 205 Turbo 16 shows a lot of promise.

"At the moment, the new car is a little difficult to drive," explained Saby. *"The steering is heavy and the car is difficult to control under braking. She's also a bit light in fast curves but not agile enough in twisty sections. These are just small problems, basically due to the newness of the car and I'm sure they will be solved quickly. The general design of the Evolution 2 is healthy and the car has enormous potential."*

It's easy to understand what Bruno means. The engine of the latest version of the 205 Turbo 16 appears to be very efficient and not only because of its increased power (430 bhp). More importantly, torque has been improved and turbo lag has been reduced. In order not to fall into the same trap as Audi, the French team has decided to take its time in developing the Evolution 2 and testing will continue in the hands of Bruno Saby. The next outing for the car will



Group A winner Yves Loubet drove his Alfa GTV6 brilliantly finishing fifth overall.

First appearance of the Peugeot 205 Turbo 16 Evolution 2 which boasted increased power (430 bhp), improved torque (50 Mkg at 4500 rpm), reduced weight (910 kilos), a modified, stronger shell, new brakes, the addition of new adjustable body parts like the front and rear, roof-mounted spoilers. The car is very different to the Evolution 1 model. Only one model had been entered for Saby/Fauchille. The other official Evolution 1s (which were celebrating the anniversary of their first World Championship appearence) were for Vatanen/Harryman and Salonen/Harjanne. Bernard Darniche was present with an ex-works 205 Turbo 16, prepared by ROC and sponsored by Gauloises Blondes, Texaco and Malardeau.

There was only one Audi Sport Quattro at the start for Röhrl/Geistdorfer and the car was featuring new brake discs. Lancia had not replaced Toivonen (seriously injured in an accident on the Costa Esmarelda) and there were only two official Lancia Rally 037s for Alen/Kivimaki and Bettega/Perissinot. The Jolly Club had also entered a Lancia for Biasion/Siviero.

The other car on the Rally making its World Championship debut was the Renault Maxi 5 Turbo. Three cars were entered for Ragnotti/Thimonier, Chatriot/Périn, and Auriol/Occelli. Ragnotti was using Michelin rubber and Auriol Pirelli. The Maxi 5 Turbo weighs 930 kilos and produces 350 bhp.

Opel were present with a single Manta 400 for Fréquelin/"Tilber", two Rothmans Porsche 911SC RSs were available for Béguin/Lenne and Coleman/Morgan and there were two Skoda 130 LRs (130 bhp) for Lartigue/Ponte and Krecek/Molt. Volkswagen entered two GTi Group A cars for Kleint/Hohenadel and Wittmann/Hinterleither. The French contingent was especially strong in the groups and the main contenders for Group A included Loubet/Vieu (Alfetta GTV 6), Balas/Laine (Alfetta GTV 6), Dubert/Roissard (Peugeot 205 GTi), Defour/Antoniotti (Peugeot 205 GTi) and Oreille/ Oreille (Renault 11 Turbo). The leading crews in Group N were Deriu/Mariani (Renault 5 Turbo GT), Dongues/Prioux (BMW 323i) and Bernardini/Bernardini (BMW 323i).

The French Junior Team made its debut in Corsica and, besides Loubet and Oreille, included Tabatoni/Guilbert (Citroën Visa Mille Pistes), Bouquet/Morel (Talbot Samba Group B) and Vergnaud/Jouan (Visa Mille Pistes).

not normally be before the 1000 Lakes in August.

THE EARLY RETIREMENTS

With Renault and Peugeot, French manufacturers dominated the 1985 Tour of Corsica which, after just 8 stages (out of 30), tended to lack interest since, by this time, most of the leading contenders for victory had retired.

Traditionally, the event is tough both for the men and the machines, especially when the weather is hot and the roads are dry, as was the case for a good two thirds of the rally this year. For once the leading retirements were not due to physical or mechanical fatigue. As early as the first stage, the two Peugeots of Darniche and Salonen were out as were the only Opel Manta and the only Audi. In the same way as fate can only be blamed for Attilio Bettega's horrific accident, the communal dropping out of so many leading crews so early on can only be described as a coincidence.

Audi had once again meticulously prepared the Tour of Corsica. The balance of the car had been carefully optimised and new brake discs had been developed to cope with the Sport Quattro's 500 bhp. The new discs had been tested during private testing prior to the event and the results had been satisfactory. Unfortunately, the discs that had been supplied for Corsica turned out to be faulty (haven't we heard that, somewhere before?). One of them broke during last minute tests the evening before the start and a second broke during the first stage, leaving poor Walter Röhrl without brakes on one wheel. For obvious safety reasons, the Audi team decided to call it a day there and then.

THE PLEASANT SURPRISES

So, with 75 % of the leading crews out of the reckoning after only a few stages, the Tour of Corsica allowed a number of lesser known drivers to shine. Such was the case of Didier Auriol (Renault Maxi 5 Turbo) and local driver, Paul Franceschi (Renault 5 Turbo) who both occupied 4 th place before retiring. The performances of the two Rothmans Porsche 911SC RS were encouraging although Billy Coleman, on his first Tour de Corse, owes his fourth position to the high level of retirements while Bernard Béguin was generally more regular and quicker.

"I had decided to attack from the outset in order to have a chance of finishing in the top five. The various retirements, of course, helped me achieve this aim. After the early stages, I continued the pace first of all trying to keep up with Bruno Saby and then in an effort to keep ahead of Ari Vatanen as he made his way back up the field. My Porsche was extremely well balanced but I still found it rather difficult to drive. The first day, my hands hurt a lot but things got better as the Rally progressed."

The newly formed French Junior Team made its first appearence in Corsica. Olivier Tabatoni, Carole Vergnaud and Alain Oreille were all forced to retire although the latter had time to impress at the wheel of his Group A Renault 11 Turbo, being regularly ahead of the Alfa Romeo of Bernard Balas and Jochi Kleint's VW Golf GTi.

But ahead of him in Group A, Loubet was untouchable. The Corsican driver has been in excellent form for the last year and here, on his home ground and fighting fit, he soon found himself in 4th position overall behind Ragnotti, Saby and Béguin.

"Since I know the stages very, very well, I was able to use my favourite tactic; attack as hard as possible early on and then take advantage of my resulting lead to slow my pace. I didn't let the fact that I was lying 4th at the end of the first leg go to my head. My aim was to win Group A. That's why I made no effort to resist Coleman as he made his way back up the leaderboard. From the outset of the second leg I tried to drive as smoothly as possible in order to spare the car. The tactic worked because I had no mechanical problems at all. It worked but the Tour of Corsica is very long. Taking things easy can be more difficult than attacking hard, you've got time to think about all the things that could go wrong!"

Ragnotti, Saby, Béguin and Loubet all had time to think about what could go wrong for at least two thirds of the Rally.

GROUP N

After an intelligent Rally, Jean-Pierre Deriu arrived at the Ajaccio finish as leader of Group N for the third year running. In 1983 he had a Renault 5 Alpine Turbo, in 1984 a Renault 11 Turbo and, for 1985, a Renault 5 GT Turbo. Unfortunately, through no fault of his own (see separate story), he was excluded because of a non-homologated gearbox. It was Patrick Bernardini who inherited the Group N victory after a Rally full of verve and a style that particularly appealed to the spectators. Bernardini was driving a BMW 323i.

DESTINY AND SECURITY

It was the fourth stage of the 1985 Tour of Corsica, from Zerubia to Santa Giulia. A fast, bumpy, downhill start. Then, just over half a mile into the stage, a fast right hander estimated at 100 mph, which tightens, necessitating a drop down to fourth gear at a speed of around 80 mph.

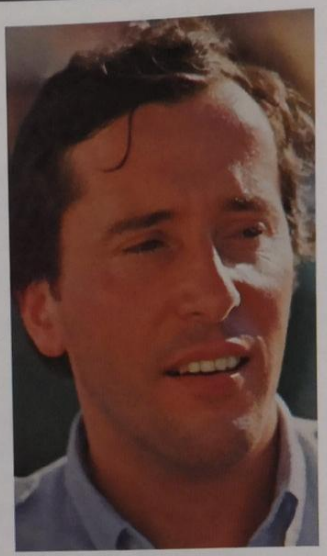
It was towards the end of the fast part of the bend that Attilio Bettega's Lancia Rally found itself a little too much over to the left. A wheel touched the verge and a stone, half buried in the tarmac, had the effect of a ramp, throwing the car into the beginning of a roll. The roll was never completed. The car hit a tree violently and the Italian driver was killed immediately. The car then hit another tree about a yard off the ground before coming to a halt against a third tree. Bettega was already dead.

Was it the tyres that were too cold? Bettega had, in fact, just decided to fit a harder compound. Was it a case of bad gear-changing or a momentary lack of concentration? We shall never know and it doesn't really matter.

The important thing is the suffering that the accident caused and afterwards,

Deriu lost his Group N title when his car was found to be non-conform.

the steps that could be taken to reduce the risks of such a thing happening again.
As far as we'll ever know, only destiny can be blamed for Bettega's death. Motor sport is dangerous and sometimes it can kill. In this particular case, the design and escalating power of the Group B cars cannot be blamed. Group N cars would have taken the same bend only 5 to 10 mph slower than the Lancias, Peugeots etc and it must be said that the shells of the Group B cars are generally much stronger than the Group As or Ns. But whilst this is true, it is not a reason to ignore the risks involved in the ever increasing power and speeds of today's top rally cars. The whole thing is, in fact, quite alarming.
Mr. Balestre, president of the FFSA, as well as FISA, decided to (or, in his terms, accepted to) organise a press conference at the exact moment that competitors started arriving at the Campo dell'Oro Rally HQ for a ten minute rest halt. Amongst other things, he declared that:
— Security in rallying has never been as high as it is today.
— The rise in costs and power output of Group B cars is worrying but we must not try and halt the current world interest amongst manufacturers which has coincided with, even if it is not a direct result of, Group B.
— In October this year, we shall be publishing the measures that we will be taking to revise the World Rally Championship. The new rules will come into force in 1987.
— It is regrettable that the gulf between the factory cars and privately entered cars is forever widening.
— Over the last few years, the standard of rally organisers has risen. They no longer believe that the less cars at the finish, the better the event.
— In the future we will have to try and reduce the length of events and stages for economy reasons.
— To reduce rally car performances, we can act on tyre characteristics, power output and vehicle weight.
— There is not a rally driver on the rally commission of the FISA but we are forever consulting them and we are also able to keep abreast of their opinions through the press. In any case, it is rare that professional drivers speak out against the interests of the companies that employ them.
So, now you know! ■


Attilio Bettega

THE RALLY

The 29th Tour of Corsica got off to an interesting start, although not for everybody since three of the top crews got no further than the first stage; Fréquelin (oil pump drive), Darniche (fuel pump) and Salonen (electrics). Walter Röhrl didn't get much further. A brake disc broke on his Audi just before the finish of the stage and since they already had the same problem during pre-rally testing, the Audi team decided to pull out soon after.
The major surprise at the end of this first stage was the fastest time of Jean Ragnotti in the Renault Maxi 5 Turbo. With a time of 25m12s, the French driver was faster than Bettega by 10s and 22s faster than Bruno Saby who was faster than team-mate, Ari Vatanen by just 1s. Young Didier Auriol, in outstanding form, followed, preceding Alen, Biasion and Béguin. Loubet was already leading Group A, his task being made that much easier following the retirements of Dubert and Wittman on the second stage after offs.
The following stages were the scene of a battle between Ragnotti and Vatanen with the advantage going to the Renault driver. The Lancias were slightly off the pace.
After just 0.75 miles into stage 4, Attilio Bettega went off the road at high speed. Unfortunately his car struck a tree as the car went into a roll. The Italian driver was killed instantly. The Rally was interrupted for a while and the following stage was cancelled. At the re-start, Markku Alen and Micky Biasion both retired out of respect for their team-mate and also because they were morally incapable of continuing.
All of a sudden, the Tour of Corsica had lost its interest. The Rally continued but in a general atmosphere of sadness and reticence, at least for the rest of the first leg.
Ragnotti spun on stage 7, allowing Ari Vatanen to come within 1s of the leader but in the following stage the Finn's car hit a rock on the inside of a bend. He called in the Peugeot helicopter, the wheel was changed and Vatanen shot off to make up for lost time. However, he was unlucky to puncture a second time and he was obliged to pull up. Ari tried to stop Bruno Saby in order to recuperate the French driver's spare wheel but he too, had just punctured. The helicopter flew off to get another wheel and Vatanen lost 27 minutes in all. Ragnotti's position as leader suddenly seemed more comfortable.
By the end of stage 8, Ragnotti had a lead of 5m38s over Bruno Saby, 6m03s over Béguin and 9m59s over Auriol who was an excellent 4th despite tackling a stage on three cylinders and steering difficulties. Unfortunately, he was destined to retire when a spark plug broke, causing a fire which burnt the electrics. Local driver, Franceschi took over 4th position but he too retired soon afterwards, having been leading amateur driver. A water pipe had split and his Renault 5 Turbo dropped out with head gasket problems. Billy Coleman had punctured, so, at the end of the first leg, Yves Loubet was 4th and solid leader of Group A.
As a result of his double puncture, Ari Vatanen dropped down to 25th position, 27m20s behind the Renault of Ragnotti. From stage 8 until noon the next day, the Finn recorded all the fastest stage times and, after 15 stages, had fought his way back up to 4th place, yet still 24 minutes behind the leader. On the following stage, Ari sent the Peugeot 205 Turbo 16 into a series of spectacular rolls, ending up 30 yards down the mountain-side. The crew was practically unhurt but their rally was over.
Having finally got over his transmission problems, Billy Coleman had managed to get past Loubet into 4th place and, at the end of the second leg at Calvi, the top five looked fairly definitive with Ragnotti leading Saby, Béguin, Coleman and Loubet. Oreille, who has been second in Group A, retired following engine problems, leaving 6th place to Kleint who retired near the end of the Rally after rolling his Golf.
The third leg was very much eventless. Bertrand Balas was able to give Alfa Romeo the one-two in Group A, finishing 6th ahead of a promising Bouquet who was competing on his first ever Tour of Corsica with the Group B Talbot Samba that he prepares himself. Local driver, Camille Bartoli (Renault 5 Turbo) finished 8th despite clutch problems towards the end of the Rally in front of a fine Derieu (Renault 5 Turbo GT) who finished the event as leader of the Group N category only to be excluded at after-event scrutineering because of a non-homologated gearbox.
"It was not his fault at all,"* explained Renault Sport's Patrick Landon. *"We had mistakenly supplied him with a R11 Turbo box. From the outside they are identical, the only difference being the final drive ratio which is 5% shorter on the R11."
At the beginning of the Rally, there had been a terrific battle in Group N between the two BMW 323s of Dongues and Bernardini. The former went off and retired and the latter was delayed with diff problems. Derieu, who had not lost touch, inherited the lead and was convinced that he had scored his third Group N win in succession. Bernardini's victory should not be considered to have been stolen since he had driven well throughout the Rally and had even managed to record 4th fastest time on stage 21, Notre Dame de la Serra to Pont de Fango.

TECHNICAL DATA

29th edition of the Tour de Corse.
Date: May 2-4, 1985.
5th round of the World Rally Championship for makes and drivers
Start and Finish: Ajaccio.
Route: 1,603 km/1,001.87 miles made up of 30 special stages covering a total of 1,122 km/701 miles. 29 special stages were actually covered (1,078 km/673.3 miles). The Rally was divided into three legs.
1st Leg: Ajaccio-Bastia, Thursday May 2 from 08:00-20:30, 570.6 km/356.6 miles. 11 special stages (415.4 km/259.6 miles) planned, 10 actually covered (370.2 km/231.3 miles).
2nd Leg: Bastia-Calvi, Friday May 3 from 09:00-18:00, 423.2 km/264.5 miles, 9 special stages covering a total of 283.5 km/177.18 miles.
3rd Leg: Calvi-Ajaccio, Saturday May 4 from 06:00-18:00, 609.5 km/380.9 miles, 10 special stages covering a total of 423.3 km/264.5 miles.
Entries: 147; **Starters:** 139; **Finishers:** 46; **Classified:** 45.
Weather: Fine and dry during the first two days, intermittent showers during the 3rd leg.

FEATURES

Rules and regulations:
New FISA rules applied (first tried at San Remo) concerning stages not covered by all the competitors.
Cars:
First appearance of the latest evolution of the Peugeot 205 Turbo 16.
First appearance at a World Rally Championship round of the Renault 5 Maxi Turbo and the Skoda 130 LR.
First World Rally Championship win for the Renault 5 Maxi Turbo.
Drivers:
First World Rally Championship win for Pierre Thimonier.
Bruno Saby and Bernard Béguin were (re)named priority A drivers.

FOR THE RECORD

Attilio Bettega was the victim of a fatal accident. The other Lancia drivers withdrew from the Rally.
Ragnotti/Thimonier led the Rally from the 1st to the last stage.

MAIN RETIREMENTS

Darniche/Mahé (Peugeot 205 Turbo 16), SS 1, fuel pump.
Salonen/Harjanne (Peugeot 205 Turbo 16), SS 1, ignition wire.
Fréquelin/Tilber (Opel Manta 400), SS 1, oil pump.
Röhrl/Geistdorfer (Audi Sport Quattro), SS 1 brake discs.
Wittman/Hinterleitner (VW Golf GTi), SS 2, wheel torn off.
Dubert/Roissard (Peugeot 205 GTi), SS 2, tangled.
Bettega/Parissinot (Lancia Martini), SS 4, accident.
Alen/Kivimaki (Lancia Martini), SS 4, decided to withdraw.
Biasion/Siverio (Lancia Rally), SS 6, decided to withdraw.
Chatriot/Perin (Renault 5 Maxi Turbo), SS 8, valve.
Vergnaud/Jouan (Citroën Visa Mille Pistes), SS 7, clutch.
Tabatoni/Breton (Citroën Visa Mille Pistes), SS 9, clutch.
Auriol/Ocelli (Renault 5 Turbo), SS 10, spark plugs.
Franceschi/Guidicelli (Renault 5 Turbo), SS 10, head gasket.
Defour/Antoniotti (Peugeot 205 GTi), SS 10, off.
Dongues/Piroux (BMW 323i), SS 12, off.
Torre/de la Foata (Renault 5 Turbo), SS 15, head gasket.
Krecek/Molt (Skoda 130 LR), SS 16, valve.
Lartigue/Ponte (Skoda 130 LR), SS 17, engine overheating.
Oreille/Oreille (Renault 11 Turbo), SS 19, engine.
Kleint/Hohenadel (VW Golf GTi), SS 23, off.
Néri/Demedari (Renault 5 Turbo), SS 30, off.

MAKES' WORLD RALLY CHAMPIONSHIP

(Results after fifth of eleven rounds: Monte Carlo, Sweden, Portugal, Safari, Corsica.)

1. Peugeot	18	+18	+18	+ 6	+16		=76
2. Audi	16	+16	+14	—	—		=46
3. Toyota	—	—	+10	+18	—		=28
4. Lancia	8	—	+16	—	—		=24
Renault	6	—	—	—	+18		=24
6. Nissan	—	—	+ 4	+14	—		=18
7. Opel	—	+ 4	—	+12	—		=16
8. Porsche	—	—	—	—	+14		=14
Alfa Romeo	—	—	—	—	+14		=14
10. BMW	—	—	—	—	+ 9		= 9
Subaru	—	—	—	+ 9	—		= 9
12. Ford	—	—	+ 8	—	—		= 8
Talbot	—	—	—	—	+ 8		= 8
13. Mazda	—	+ 6	—	—	—		= 6
14. Citroën	4	—	—	—	—		= 4

RALLY LEADER

SS1-30 (Finish): Ragnotti.

PAST RESULTS (Last ten years)

1975: Darniche/Mahé (Lancia Stratos).
1976: Munari/Maiga (Lancia Stratos).
1977: Daniche/Mahé (Fiat 131 Abarth).
1978: Daniche/Mahé (Fiat 131 Abarth).
1979: Daniche/Mahé (Lancia Stratos).
1980: Thérier/Vial (Porsche 911 SC).
1981: Darniche/Mahé (Lancia Stratos).
1982: Ragnotti/Andrié (Renault 5 Turbo).
1983: Alen/Kivimaki (Lancia Rally).
1984: Alen/Kivimaki (Lancia Rally).

BEST RESULTS

	1	2	3	4	5	6	A	B
Ragnotti	17	9	3	—	—	—	29	29
Vatanen	10	1	1	1	—	—	13	14
Saby	2	13	10	2	1			29
Béguin	—	4	12	7	2	1	26	29
Alen	—	1	1	1	—	1	4	4
Bettega	—	1	—	—	1	—	2	3
Coleman	—	—	1	13	4	1	19	29
Franceschi	—	—	1	—	—	—	1	9
Auriol	—	—	—	2	2	1	5	8
Kleint	—	—	—	1	2	3	6	21
Biasion	—	—	—	1	1	2	4	5
Bernardini	—	—	—	—	1	—	1	29
Bartoli	—	—	—	—	9	2	11	29
Loubet	—	—	—	—	3	9	12	29
Balas	—	—	—	—	2	1	3	29
Bouquet	—	—	—	—	1	2	3	29
Néri	—	—	—	—	1	1	2	28
Chatriot	—	—	—	—	—	2	2	7
Deriu	—	—	—	—	—	2	2	29
Paoletti	—	—	—	—	—	1	1	29
Oreille	—	—	—	—	—	1	1	17

A: Number of placings in first 6
B: Number of special stages covered

DRIVERS' WORLD RALLY CHAMPIONSHIP

(Results after fifth of twelve rounds: Monte Carlo, Sweden, Portugal, Safari, Corsica.)

1. Timo Salonen (SF)	12	+12	+20	+ 4	—	=48
2. Ari Vatanen (SF)	20	+20	—	—	—	=40
3. Stig Blomqvist (S)	10	+15	+10			=35
4. Walter Röhrl (D)	15	—	+12	—	—	=27
5. Bruno Saby (S)	8	—	—	—	+15	=23
6. Juha Kankkunnen (SF)	—	—	—	+20	—	=20
Jean Ragnotti (F)	—	—	—	—	+20	=20
8. Massimo Biasion (I)	2	—	+15	—	—	=17
9. Björn Waldegaard (S)	—	—	—	+15	—	=15
10. Mike Kirkland (EAK)	—	—	—	+12	—	=12
Bernard Béguin (F)	—	—	—	—	—	=12

12. Hannu Mikkola (SF), Rauno Aaltonen (SF) and Billy Coleman (Er) 10, 14. Per Eklund (S), Werner Grissmann (A), Erwin Weber (D) and Yves Loubet (F) 8, 18. Henri Toivonen (SF), Gunnar Pettersson (S), Jose Miguel (P), Alain Ambrosino (CI) and Bertrand Balas (F) 6, 23. Dani Snobeck (F), Mikaël Ericsson (S), Carlos Bica (P) and Jean-Paul Bouquet (F) 4, 27. Jean-Claude Andruet (F), Ingvar Carlsson (S), Santinho Mendes (P), Yasuhiro Iwase (EAK) and Camille Bartoli (F) 3, 32. Mats Jonsson (S), Jorge Ortigoa (P), Ashok Patel (EAK) and Jean-Jacques Papletti (F) 2, 36. Maurice Chomat (F), Kenneth Eriksson (S), Pedro Leite Faria (P), Carlo Vittuli (EAK) and Patrick Bernardini (F) 1.
(40 classified drivers).

FINAL RESULTS

1. Ragnotti/Thimonnier (Renault Maxi 5 Turbo) 12 hours 54m 15s (1st Group B). 2. Saby/Fauchille (Peugeot 205 Turbo 16) 13 hours 06m 47s. 3. Béguin/Lenne (Porsche 911 SCR) 13 hours 20m 04s. 4. Coleman/Morgan (Porsche 911 SCR) 13 hours 51m 22s. **5. Loubet/Vieu (Alfa GTV6) 14 hours 03m 53s (1st Group A).** 6. Balas/Laine (Alfa GTV6) 14 hours 16m 53s. 7. Bouquet/Morel (Samba Rallye) 14 hours 24m 37s. 8. Bartoli/Falempin (R5 Turbo 1) 14 hours 26m 30s. 9. Paoletti/Santucci (R5 Turbo 1) 14 hours 52m 35s. **10. Bernardini/Bernardini (BMW 323i) 14 hours 56m 22s (1st Group N).** 11. Murroni/Murroni (R5 Turbo) 15 hours 00m 20s. 12. Leandri/Labydoire (Samba Rallye) 15 hours 02m 12s. 13. Soriano/Mizael (R5 Turbo 1) 15 hours 05m 17s. 14. Leca/Pierlovisi (Opel Ascona 2000) 15 hours 08 m 24s. 15. Carpinelli/Jenot (R5 GT Turbo) 15 hours 13m 37s. 16. Murati/Villanova (Corsa SR) 15 hours 14m 37s. 17. Fiori/Ceccaldi (Ascona) 15 hours 18m 06s. 19. Hauser/Biju-Duval (205 GTi) 15 hours 27m 39s. 19. Devillecourt/Callie (205 GTi) 15 hours 28m 06s. 20. Santoni/Guidicelli (205 GTi) 15 hours 35m 10s. 21. "Panic"/Poli (205 Turbo 16) 15 hours 43m 16s. 22. Gomila/Fatteccio (R5 Turbo 2) 15 hours 44m 51s. 23. Pizza/Musso-Harding (Corolla GT) 15 hours 47m 31s. 24. Janlaud/Bourgoin (Samba Rallye) 15 hours 47m 56s. 25. Fabre/Rozier (205 GTi) 15 hours 48m 17s. 26. Neyret/Marche (R5 GT Turbo) 16 hours 00m 27s.

Béguin/Lenne (Rothmans-Porsche 911SCRS) DDPI

BEGUIN (3RD) AND COLEMAN (4TH) MOUNTED A TEAM CHALLENGE TO RERUN THEIR CIRCUIT OF IRELAND TACTICS

Ragnotti/Thimonier (Renault 5 Maxi Turbo) DPPI

THIRD WORLD CHAMPIONSHIP WIN AND SECOND IN CORSICA

Saby/Fauchille (Peugeot 205 Turbo 16) DPPI

PEUGEOT'S LATEST WEAPON FINISHED 2ND

Loubet/Vieu (Group A Alfa Romeo GTV6) DPPI

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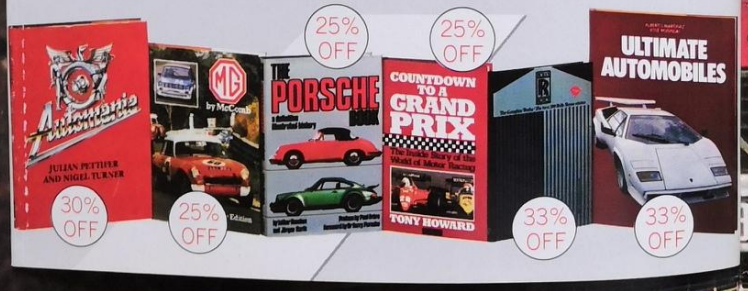

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P O S T B A G

GPI CENTENARY

Dear GPI,
I thought I would drop you a line to inform you that the forthcoming June 1985 issue of GPI will be chalking up the "unofficial" 100th edition. Being an eager follower of F1, I have not missed a single issue and would like to thank you for a great magazine.
The "break" of the 100 editions are as follows:
1979: (13) First issue with Argentine GP in January
1980: (14) Introducing the first "close-season" issue
1981: (16) First "special" for the non-championship South African GP and the first "Le Mans" special for Endurance enthusiasts.
1982: (18) Two more Endurance specials for Le Mans and an end of season report
1983: (19) Four Endurance specials, first combined F1, Endurance and Rally issue (No 73)
1984: (14) First season of newstyle magazine, and fifth birthday
1985: (6) The June issue (No 93) brings the total to 100! December 1985 being the "official" 100th issue.
So, I would like to wish you a "Happy Birthday" as well as success for the next 100.
Yours faithfully,

Duncan Marshall,
10 Woodland Close,
Wolverhampton
WV 73P3

Thank you very much for your most interesting letter. Your calculations are quite right and though we would like to proclaim that the june, issue of GPI is the centenary number, we feel that we should disregard the "specials", and wait until the official publication of No 100, which as you say, will be next December.
Your good wishes to us having produced 100 issues in total are much appreciated, it is good to know that we have such an avid follower of the sport who is also aware of the progress of GPI!
DL

TIRED OF TYRES

Dear GPI,
What is the point of Goodyear and Pirelli doing what they're doing? All that they have achieved is to force Toleman out of F1. Goodyear say that they are supplying at their maximum capacity already, when a few years ago they were supplying two thirds of the Grand Prix field, and Pirelli must still be holding a grudge from last year. It's about time that the two manufacturers realise that sport is for entertainment and not just for money.
Anyway, if Pirelli withdrew, what would Goodyear do, just watch 7 or so teams disappear, saying they can't meet the demand?
Yours sincerely,

Tom Gordon,
Lancing College,
Lancing,
West Sussex.

POINTS?

Dear GPI,
I remember that the 1979 F1 rules stipulated that if a team didn't compete in the first race of the season, it would not score championship points if it finished in the first six during the season.
Does this rule still apply, especially in view of Zakspeed, Beatrice Lola and, of course, Toleman?
Yours sincerely,

Stephan Albrecht,
Putsendoplery 16,
A-1232 Vienna,
Austria.

Dear Stephan,
Toleman put forward their candidature to take part in the 1985 F1 World Championship, but their non-participation at the opening rounds will almost definitely be considered as 'legitimate' by FISA so that they will be in a position to score points at the remaining GPs.
As for Zakspeed, they have chosen to take part at selected rounds and not the entire championship, which means that any points they may score will not count for the 1985 F1 crown. FISA, at the time of going to press, still hadn't received Lola/ Beatrice's entry form.
Happy reading,
GPI.

GO FOR IT STEF'!

Dear GPI,
Thank you for your profile on Stefan Johansson in April's issue. To say that SJ is underrated is an understatement. Why doesn't everyone stop praising Ayrton Senna down to the ground (no offence to A. Senna) and open the door to Stefan Johansson? It seems as if he has had it shut in his face enough times. I sincerely hope that Toleman will get to race soon and my only message to Stefan is *"Go for it mate!"* But I don't really think he needs telling.
Yours sincereley,

Marianne Hill,
Alton,
Hampshire.

PS. If you were to ask me [which we are Marianne!], the article entitled 'Oaths and Perjury' was biased (French writer perhaps?).

Dear Marianne,
Here at the GPI production office we're thrilled to see that Stefan Johansson's talent has been recognised. But, you mustn't forget that practically all the top drivers have had to struggle hard. Stefan is no exception when you get to know the milieu.
Thank you for writing in, and we do appreciate receiving readers' letters with their comments and criticisms. Keep the mail bag full, please!
GPI

ROGER AROUSED

Dear GPI,
I am writing to say how much I enjoy the current layout. But, with the new Grand Prix season coming up, let's not forget our grass roots; the sport that made GPI the No I motorsport magazine, Formula One, of course.
Let's have more in-depth nonsense reports of the race and other subjects surrounding the Grand Prix. Give Formula One the sort of unbiased reporting that the top echelon of motorsport deserves.
I thank you for arousing my interest in Rallying and especially in Endurance. The pictures were breathtaking.
With so many amateur photographers around, why not start an amateur's page in GPI, showing their F1, Rallying and Endurance shots?
Yours sincerely,

Roger Trow,
15 Ibsworth Rd,
Carterton,
Oxton

Dear Roger,
We hope that you're satisfied with the way that we've covered the first GPs of the season. We'd like to hear readers' comments. What do our readers think of Roger's idea? If you voice your opinions favourably on the subject and in sufficient numbers, we'll definitely see what can be done.
Happy motorsport reading,
GPI

Dear Readers,
These columns are yours to vent your views and make suggestions. Please write to: The Production Editor, Grand Prix International, 7 rue de Lille, 75007 Paris.

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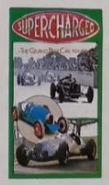
SUPERCHARGED – the Grand Prix Cars 1924 to 1939



The BBC have never had so many requests for a video version of a motorsport programme as they have for this documentary from the Horizon team.
Commendably the BBC have already brought out the video and they've also added some more superb archive footage to make a total 79 minutes!
Fascinating stuff throughout.
79 mins **BBC/MGM**
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FORMULA VILLENEUVE – a tribute to Gilles Villeneuve

Few fans of Formula One can fail to express some degree of respect and admiration when the name **Gilles Villeneuve** is mentioned. This moving tribute, produced by a French-Canadian company, features many action sequences as well as personal reminiscences of personalities including **Enzo Ferrari, Fangio, Stirling Moss** and **Niki Lauda**. 60 mins **Macadam**
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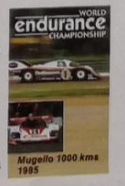

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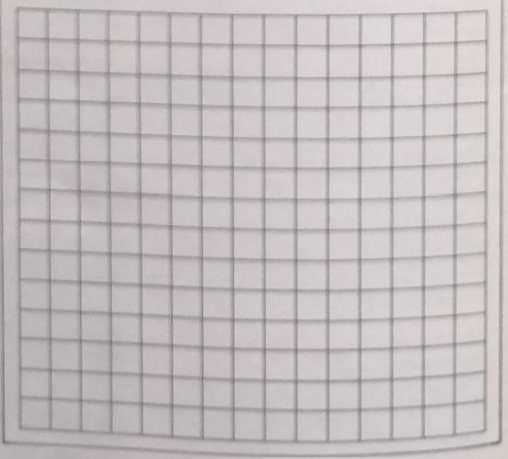

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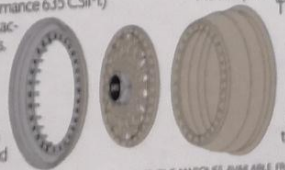

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